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FIRST REPORT

OF THE

COMMISSIONERS

FOR

Revising and Digesting the Civil Affairs of His Majesty's Navy.

(Dated 13th June 1805.)

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To the KING's Moſt Excellent MAJESTY.

The FIRST REPORT of the Commiſſioners appointed to reviſe the Syſtem and Mode of accounting for the Receipt and Expenditure of Money and Stores; and likewiſe the Inſtructions and Standing Orders for the Government of the Civil Departments of His MAJESTY's NAVAL SERVICE; and to arrange and frame a regular Digeſt of the ſame; having it carefully in view to adapt the Mode of accounting for Monies and Stores, and likewiſe the whole body of ſuch Orders and Inſtructions, to the preſent extenſive Scale of the Naval Service; and to take Meaſures for keeping up the ſaid Syſtem and Digeſt in all time to come: And who were further required to take into their particular Conſideration, all ſuch Suggeſtions as have been made by the different BOARDS OF ENQUIRY and SELECT COMMITTEE ON FINANCE, and have not yet been adopted; and to examine which of the ſame appear to be practicable and conſiſtent with the good of the Service, and to conſider and deviſe the beſt means of carrying the ſame into execution, in the moſt convenient and expeditious Manner, and to report on all the Matters aforeſaid from time to time as they ſhall ſee Occaſion.

WE have proceeded to the execution of the truſt, which Your Majeſty has been pleaſed to repoſe in us, in the order which ſeemed the moſt likely to enable us to accompliſh the Objects for which we were appointed.

With this view we have not only conſidered, with great attention, the many uſeful ſuggeſtions in the very able Reports of the different Boards of Enquiry, and Select Committee on Finance, but have deemed it neceſſary alſo, carefully to peruſe all ſuch official or other authentic Documents, as could give us Information concerning the Adminiſtration of the Civil Affairs of the Navy from the earlieſt times.

By obſerving what changes have, at different times, taken place in the ſyſtem of Management; what Abuſes have prevailed; what means have been tried to prevent their continuance; and what ſucceſs has attended the meaſures, which on former occaſions have been adopted; we thought it probable that we might receive information that would aſſiſt us in judging of the alterations which might now be neceſſary, to adapt the whole to the preſent very extenſive Scale of the Naval Service; and that by comparing what was accompliſhed in times of the greateſt exertion, by the number of Artificers and Labourers then employed, with what is now done in the Royal Dock Yards, as well as by obtaining information from Merchants Builders of the Work performed by the numbers employed in private Yards; additional means might be acquired of judging of the induſtry of thoſe at preſent in Your Majeſty's Service. From the whole, we hoped to be able to form ſome eſtimate of what may in future, be

expected, and of the eſtabliſhment which may, under proper regulations be adequate to the management and ſupport of the Naval force, which may be deemed neceſſary for the Security of this Country.

To the numerous official Documents, and written or printed authorities which we have peruſed, we ſhall refer as the occaſion may require, and ſhall therefore now only give, as briefly as we can, ſuch a general view of the means, which, during different periods, have been taken for providing a Naval Force for the defence of this Country, and for the Civil government of the Navy, as may render it unneceſſary to be ſo full in thoſe references, or in our obſervations upon them, as for the ſake of clearneſs might otherwiſe be requiſite.

The whole of our Naval Hiſtory may be divided into Three Periods; the FIRST comprehending all that preceded the reign of Henry the 8th; the SECOND ending with the Reſtoration of Charles the 2d.; and the LAST, coming down from the Reſtoration to the preſent day.

1ſt PERIOD. During the firſt period it appears, that our Kings had neither Arſenals nor Dock Yards: their only permanent Naval Force conſiſted of 57 Veſſels each carrying 21 Men and a Boy, well armed and fitted for war, which the Cinque Ports were bound by their Charters to furniſh on 40 days notice from the Crown.* When in caſe of war a greater Force was required, Ships were hired from Merchants at home, or from thoſe in Dantzic, Hamburgh, Lubec, Genoa, and other ports, or were fitted out from various motives by private Adventurers, who ſhared in the advantages acquired: trading Veſſels, having in thoſe times no protection from Ships of War belonging to their reſpective Governments, were neceſſarily armed for their own defence.

Report Comm^rs of the Navy, 17 Apr. 1669.

Jukes's Charters of the Cinque Ports.

2d PERIOD. The foundation of the Navy of England was laid by Henry the 8th. He conſtituted an Admiralty and a Navy Board, and during his Reign, the Trinity Houſe, and the Dock Yards at Deptford, Woolwich, and Portſmouth, were formed: the regulations which he made for the Civil Government of Naval Affairs were, in the reign of Edward the 6th, reviſed, arranged, and turned into Ordinances which form the baſis of all the ſubſequent inſtructions given to the Officers, to whom the management of the Civil Affairs of the Navy has been committed.

The Officers then appointed were, The Vice Admiral of England; the Maſter of the Ordnance; the Surveyor of the Marine Cauſes; the Treaſurer,—Comptroller,—General Surveyor of the Victualling,—Clerk of the Ships, and Clerk of the Stores.

Particular duties were allotted to each Member; and they were ordered to meet once a week at the Office on Tower Hill, to conſult together for the good Order of the Navy, and to report their proceedings once a month to the Lord High Admiral.

But the Ships belonging to the Crown or provided by the Civil Department of the Navy, ſtill formed only a part of the Naval Force employed in time of war. In the Fleet by which the Spaniſh Armada was defeated there were 176 Ships with 14,992 Men, of which only 34 Ships with 6,225 Men, belonged to the Crown; and this mode of adding to the Naval Force by hired Ships, appears to have been continued down to the end of the 17th Century.

Pepyſian Collection, MS.

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* Exton ſtates, that "in the Admirals Commiſſioners of old, they are named Admirals of the Ships "of the Cinque Ports and other Ports;" without any mention of the Ships of the King.
Pepys Naval Minutes, MS. p. 72.

No

No conſiderable alteration in the Civil Government of the Navy took place from the reign of Edward the 6th till the year 1609; when, in conſequence of many abuſes which were complained of, the principal Officers were ſuſpended; and Commiſſioners were appointed with powers to manage, ſettle, and put the Affairs of the Navy into a right courſe; and to take ſuch meaſures as they might deem neceſſary to prevent the continuance of the many great frauds and abuſes which prevailed. A ſimilar Commiſſion was iſſued in 1618; and a very full, able, and minute Report, was made by the Commiſſioners then named, in which thoſe frauds and abuſes are detailed and explained; a very diſtinct account of the ſtate of the Navy, at the time, is given, as well as of its ſtate during the four preceding reigns; and many very wiſe regulations are ſuggeſted.

Pepyſian Libr MS. Report on the State Paper Office.

That Commiſſion was determined upon the death of James the Firſt, but was renewed by his Succeſſor, and remained in force till 1628; when it was diſſolved, and the affairs of the Navy were reſtored to the management of the Board of Principal Officers, which had been eſtabliſhed by Edward the 6th.

During the diſturbances in the Reign of Charles the Firſt, the managing Officers were directed by the King to refuſe obedience to the orders of Parliament; and a number of Ships having been carried away by Prince Rupert, the Naval Force was by theſe means reduced to ſo low a ſtate, that at the beginning of Cromwell's uſurped Government he had only 14 Ships of War of two Decks, and ſome of theſe carried only 40 Guns; but under the careful management of very able men, in different Commiſſions which he appointed, ſuch vigorous meaſures were purſued, that in five years, though engaged within that time in war with the greateſt Naval Power in Europe, the Fleet was encreaſed to 150 Sail, of which more than a third part had two Decks. The Navy was indeed raiſed by him to a height which it had never before reached; from which, however, it again declined during the ſhort and feeble Adminiſtration of his Son, at the latter part of the ſecond period.

Report Comm^rs of the Navy, 17 Apr. 1669.

Charnock on Marine Architecture, V. 2. p. 377.

Pepys Miſcellanies, Mſſ. V. 11. p. 217.

Charnock, V. 2. p. 382.

3^d PERIOD.

On the Reſtoration of Charles the 2nd, the Duke of York was immediately appointed Lord High Admiral, and by his advice a Committee was named to conſider a plan, propoſed by himſelf, for the future regulation of the Affairs of the Navy, at which the Duke himſelf preſided.

Min. of Privy Council, 4th July 1660.

MS. Orders, Vol. 1ſt, in the Navy Office.

In all Naval Affairs he appears to have acted with the advice and aſſiſtance of Mr. Samuel Pepys, who, firſt, held the Office of Clerk of the Acts, and was afterwards Secretary of the Admiralty; a man of extraordinary knowledge in all that related to the buſineſs, of that department, of great talents, and the moſt indefatigable induſtry. All the proceedings of the Duke of York in the management of the Navy, either when he was Lord High Admiral, or after he came to the Throne, are minutely detailed in a great number of manuſcript volumes in the Pepyſian Library at Cambridge, of which 18 volumes have, at our deſire, been ſent for our peruſal.

The Powers which had been before granted to the Commiſſioners of the Admiralty and the Navy Board were recalled, and the entire management was put into the hands of the Duke, as Lod High Admiral; by whom three new Commiſſioners were appointed to act with the Treaſurer of the Navy, the Comptroller, the Surveyor, and the Clerk of the Acts, as principal Officers and Commiſſioners of the Navy.

NEW:
Lord Berkley, Sir William Penn, and Mr. Peter Bell.

OLD:
Sir G. Carteret, Tr. W. Pattens, Sec. and S. Pepys, Clk. of the Acts.

In 1661, thoſe Inſtructions and Standing Orders for the guidance of the principal Officers and Commiſſioners of the Navy, and the ſuperior Officers in the Dock Yards, which are ſtill in force, were ſent to the Navy Board by the Duke of York. Theſe had been formed under his direction by Mr. Pepys, and have been found ever ſince of great uſe and value in the management of the Naval departments.

MS. Book of Inſtructions in the Navy Office.

It appears, that after the Duke's appointment great progreſs was very ſpeedily made in the reparation and increaſe of the Fleet; but on his return from his Command at the end of the Dutch war which commenced in 1664, he found that, though he had authorized the Navy Board to make all the addition to their Eſtabliſhment which the exigencies of the war might require, yet the ſame careful management had not been continued during his abſence. The example of zeal and induſtry ſet by Mr. Pepys in his Office of Clerk of the Acts, had not been ſufficient, without the preſence and authority of the Duke, to prevent neglect in the other Departments, and the Fleet and Dock Yards had ſuffered greatly in conſequence of it.

After minute enquiry into the circumſtances, a ſtate of the caſe was; by order of the Duke, drawn up by Mr. Pepys and ſent to the Navy Board, in which the duties of the Board, and thoſe of each Member of it, taken from the Inſtructions before mentioned, are ſtated in different heads, and under each head the errors and miſconduct that he diſcovered in the execution; requiring a written anſwer, in a ſhort limited time, from each of them. The anſwers were given, and in reply a ſecond Paper was ſent to each, pointing out what part of the charge remained unaccounted for: but finding, at the ſame time, that a part of the blame was juſtly to be imputed to the irregularity and remiſſneſs of Government, particularly in the ſupply of Money for Naval purpoſes, in conſequence of the "deplorable condition of the King's Treaſure," he continued thoſe Officers in their employments, warning them that on any new neglect they would be removed.

Pepys Mſſ. V. containing Duties of principal Officers, &c.

The Duke of York remained Lord High Admiral till 1673, when, in conſequence of the Teſt required by Parliament, to which he would not ſubmit, he reſigned; and that office was in part put in commiſſion, and the reſt retained by the King. Prince Rupert was put at the head of the Commiſſion, and Mr. Pepys was at the ſame time raiſed to the Office of Secretary of the King in all Naval Affairs, and of the Admiralty; by which means his influence was increaſed, the current buſineſs, by the King's direction, came to be left almoſt entirely to him, and, on extraordinary occaſions, when the Commiſſioners met, the Duke of York aſſiſted: the careful management which he had eſtabliſhed, was conſequently not departed from, or relaxed till 1679; at which time there were in ſea-pay, and in excellent condition, 76 Ships of the line, all furniſhed with ſtores for ſix months, eight fire-ſhips, beſides merchantmen, and a numerous train of ketches, ſmacks, yatchts, &c. with more than 12,000 Seamen; there were alſo 30 new ſhips building, and a good ſupply of ſtores in the Dock Yards.

Pepys Mſſ.

Pepys Memoirs of the Royal Navy, p. 6.

Pepys Memoirs of the Royal Navy.

But a complete change *then* ſuddenly took place;—the looſe diſſipation of the King having ſtill added to his great pecuniary difficulties, he was induced to give up the plan, which he had formerly purſued with ſo much zeal, of ſupporting and increaſing the Navy, on account of the expence attending

attending it. The Duke was ſent abroad, and Pepys to the Tower. A new ſet of men were made Commiſſioners of the Navy, who though of fair moral character, were without the experience, ability, or induſtry which that important ſituation requires.

All the wiſe regulations, formed during the adminiſtration of the Duke of York, were neglected; and ſuch ſupineneſs and waſte appear to have prevailed, and at the end of not more than five years, when he was recalled to the Office of Lord High Admiral, only 22 Ships, none larger than a fourth rate, with two fire Ships, were at ſea;—thoſe in harbour, were quite unfit for ſervice; even the 30 new Ships which he had left building, had been ſuffered to fall into a ſtate of great decay; and hardly any Stores were found to remain in the Dock Yards. The firſt act of the Duke of York on his return, was the re-appointment of Mr. Pepys, as Secretary of the Admiralty; and his whole conduct on that occaſion in the management of the Affairs of the Navy, bears the moſt conſpicuous marks of profeſſional knowledge, moderation, and œconomy mixed with firmneſs and wiſdom. He proceeded with great earneſtneſs to the examination of the ſuperintending Officers, but gave them a year of trial, to correct the abuſes which their former neglect had allowed. At the end of that year, obſerving no reform made, and them unequal to the taſk, the greateſt pains were taken to find out the ableſt and moſt intelligent men, to whoſe care the re-eſtabliſhment of the Navy, the remedy of abuſes, and the reſtoration of order and diſcipline were to be committed.

Stores worth only £.4,700.

In the Manuſcript collections of Mr. Pepys, there is a paper, prepared by the Duke's command, containing a Liſt of all the great Ship-builders in England, with their characters, in reſpect of fitneſs for the objects which he had in view. Among theſe, Sir Anthony Dean is ſtated to be a man of by far the greateſt abilities; one indeed, without whoſe aſſiſtance the propoſed reform could not be made; but on being applied to, he declined the employment, his profeſſional emoluments being greater than thoſe offered to him. By the advice of Mr. Pepys a full compenſation was given to him for the loſs of thoſe emoluments; and he was, with three others, then joined with the former principal Officers in a new commiſſion.

Sir John Berry, Mr. Hewet, and Mr. St. Michael.

Theſe new Commiſſioners were men, in the words of Mr. Pepys, poſſeſſing "a practiſed knowledge of every part of the works and methods "of the Navy, both at the Board and in the Yards; a general maſtery in "the buſineſs of Accounts, vigour of mind, and approved induſtry and "integrity;" and to each of them was committed a diſtinct branch of the propoſed reform, for which his talents were the moſt ſuited.

Thoſe old Commiſſioners whoſe conduct had been moſt complained of, were not permitted to interfere in the meaſures of reform which the reſt were inſtructed to purſue. They were not however diſplaced, no wilful tranſgreſſion being laid to their charge, but were directed entirely to confine their attention to the buſineſs of a Committee of Accounts.

An eſtimate formed by Mr. Pepys for the complete Repair of the Fleet and Dock Yards, and the Supply of Stores, was laid before the new Commiſſioners, in which the whole expenſe was limited to £.400,000. a year, to be ſupplied in weekly payments for three years, in which time the whole was to be completed; and this was conſiderably leſs than what had annually been expended by the former Commiſſioners, during the few years of remiſſneſs and waſte.

Memoirs of the Royal Navy.

The

The Commiſſioners, after full conſideration of the Plan, undertook what was propoſed to them; and it appears from the very full account of the whole proceedings left by Mr. Pepys, that they performed what they had undertaken in leſs time than was allowed for it, and at leſs expence.

In two years and a-half after the Commiſſioners were appointed, the King viſited the Dock Yards; and finding every thing accompliſhed to his ſatisfaction, and the whole buſineſs arranged, he diſſolved the Commiſſion with marks of his high approbation, and then reſtored the management to the regular Boards. The Commiſſion was opened at Lady-day 1686, and was cloſed on the 12th of October 1688; and by a Liſt left by Mr. Pepys, there were on the 18th of December 1688,

Pepy's Memoirs of the Royal Navy, p. 206.

Of Ships of the Line, at ſea, or going forth	-	52
Ditto - - repaired	-	41
		93
Under repair	-	8
To be repaired	-	3
Newly come in from Sea	-	4
		108; with

a conſiderable number of veſſels of ſmaller ſize.

Thoſe meaſures which had been ſo judiciouſly planned, and ſo ably and expeditiouſly executed, gave, as might be expected, the moſt general ſatisfaction.

The Revolution took place within two months after the buſineſs of the Committee was completed; but the Naval Regulations were wiſely left unaltered; the buſineſs of the Admiralty continued for ſome time to be carried on, under the immediate direction of the King, by Mr. Pepys, till the arrival of Admiral Herbert and Captain Ruſſell from the Fleet, into whoſe hands, he ſays, "he ſilently let it fall;" and under the Syſtem formed by the Duke of York, with his aid, the Civil Government of our Navy has ever ſince been carried on.

We have ſtated theſe proceedings the more fully, not only becauſe the ſyſtem under which the Civil Affairs of the Navy have ever ſince been conducted, was then methodized and ſettled; but becauſe the circumſtances give very uſeful information, and hold out an example which well deſerves attention in the preſent times.

The rapid decay of the Fleet, and the waſte of Stores, during thoſe few years of ſupineneſs, ſhew from experience, how eſſential it is to the ſafety of this Country, that the moſt effectual means ſhould be taken to guard againſt any negligence in the Dock Yards; and the great work of re-eſtabliſhing the Fleet, and reſtoring order, induſtry, and diſcipline in the Dock Yards, accompliſhed in ſo ſhort a time, by the Commiſſioners then choſen with ſo much care, proves in the moſt convincing manner, how much depends on having the Civil Affairs of the Navy placed under the management of men of real ability, profeſſional knowledge, and uninterrupted induſtry. And we think it our duty to recommend to Government, that, in the choice of them, no other circumſtance but that of their being the fitteſt that can be found for the execution of the various and important duties they are to undertake, may be regarded.

It is far from being our intention in what it may be our duty to propoſe, to depart from the principles on which thoſe ancient regulations

and

and orders are founded. They have ſtood the teſt of time, and have been found by long trial to be well adapted to the great objects of their Inſtitution: But thoſe Orders and Regulations, though in every way ſuited to the ſtate of our Naval Force as it then ſtood, have neceſſarily required many additions, in conſequence of the vaſt increaſe of that force which has ſince taken place; and thoſe additions having been occaſionally made as circumſtances occurred, the principles of the general ſyſtem which they were meant only to extend, do not appear to have been always kept in view: different orders have been found, in certain caſes, incompatible with each other; ſome have become obſolete, and thoſe given to one Dock Yard have not, on all occaſions, been given to the reſt, though neceſſary to preſerve uniformity in the management.

The inconvenience ariſing from thoſe cauſes naturally increaſing with the progreſs of time, and the extenſion of the Service, the attention of the Admiralty came at length to be neceſſarily called to it; and in their Orders to the Navy Board, dated the 24th of June 1762, and 23d of June 1767, they ſtated, "that though the Orders and Inſtructions given for the "general government of the Yards and Ordinaries may be ſufficient for the "wiſe purpoſes intended by them, yet as they are diſperſed without order "or method in a variety of Warrants iſſued at different times, through a "long ſeries of years, they do not afford, in a proper and clear manner, "the information neceſſary for the conduct of the Officers and Workmen "of the Yards; and they therefore direct the Navy Board to proceed im"mediately to arrange and digeſt the ſaid Orders and Inſtructions under "proper heads, ſo as to compoſe one uniform body and ſyſtem out of the "whole, taking care where there are any repetitions of the ſame Order, "to adopt that where the ſenſe is moſt clearly explained, and beſt "enforced;" but the arrangement thus propoſed, owing to various cauſes, has never been carried into effect; and from the late great addition to our Navy, and the accumulation of Orders and Inſtructions in conſequence of it, ſtill iſſued without any retroſpect or ſyſtematic regularity, the evil which the Admiralty had it in view to remedy, is now immenſely increaſed; and the bringing into clear and regular order what is at preſent a great and undigeſted maſs, is a work of ſo great magnitude and difficulty, that it could not reaſonably be expected to be accompliſhed by a Board loaded, as the Navy Board has been, with buſineſs. Great progreſs was, however, made by one of our number, while he was Comptroller of the Navy:—A Book, in which all Orders and Regulations, prior to the year 1786, were claſſed and digeſted under diſtinct heads, which he had prepared, was ſubmitted to the peruſal of the Commiſſioners appointed in 1787, to "enquire into the Fees, Gratuities, Perquiſites, and Emolu"ments of the ſeveral Public Offices, and alſo into the Abuſes that "may exiſt in the ſame;" who, in their 6th Report, thus expreſs themſelves, "The numerous Regulations and Standing Orders, which have "from time to time been made for the good government of the Dock "Yards, require to be reviewed, put in order, and connected, ſo as to be "referred to on every occaſion;" and they add, "The Navy Board have, "ſince the Peace, had the meaſure under conſideration, and a conſidera"ble progreſs has been made therein. We have ſeen and examined the "mode of its execution, which we highly approve, and recommend be-

" ing carried fully into effect." And the Commiſſioners of Naval Enquiry appointed in 1803, obſerve, that " The neceſſity of reviſing the Inſtruc-" tions, and digeſting the immenſe maſs of Orders, which have ſince " been given to the Officers of the Yards, was ſeen by the late Earl " Howe and Sir Charles Middleton, when they preſided at the Admi-" ralty and Navy Boards; and the latter had made ſome progreſs in ſo " uſeful a work when he quitted the Navy Board; but ſince that time the " ſubject has not been adverted to, no ſteps have been taken for forward-" ing the work, and it ſeems to have been laid aſide, and wholly " forgotten." In another part of the ſame Report, they add, " It is " much to be regretted, that this very uſeful Work was not accom-" pliſhed, as it would have greatly facilitated the buſineſs of the Dock " Yards, and afforded to the Navy Board a comprehenſive view of the " Standing Regulations whereby they would have been enabled to keep a " better check upon the due obſervance of them, than in the courſe of " this Report will appear to have exiſted."

The Digeſt Book prepared in the manner approved of, and recommended by thoſe different Boards of Enquiry, has been given to us; and after beſtowing the fulleſt conſideration on every part of it, making ſuch alterations as appeared to us to be neceſſary, and completing it by the addition of all the Orders and Inſtructions down to the preſent day, we proceeded to prepare, as the ſubject of our Firſt Report, the Inſtructions for the guidance of the Reſident Commiſſioner, and the principal Officers of the Dock and Rope Yards; concurring, as we do, with the Commiſſioners of Enquiry, in thinking that there is the moſt occaſion for them.

In thoſe Inſtructions, the original plan of the Duke of York and Mr. Pepys has been followed, and forms the baſis of what we have done on all the branches of duty contained in it.

We began by calling upon the Commiſſioners of the Navy to tranſmit to us, copies of all Warrants, Standing Orders, and Inſtructions, iſſued by their Board from the earlieſt period to the preſent time; and from the collection which we received in anſwer to that precept, we ſelected all ſuch as were connected with the duties of the principal Officers of the Dock and Rope Yards, and ſent them to the Commiſſioners, requiring them forthwith to tranſmit them to thoſe Officers, with directions to take the ſame into their immediate conſideration, each in his own department, and to point out what part of thoſe Orders they conſidered to be inconſiſtent with the preſent extended ſcale of the Naval Service, and what other Inſtructions they might deem requiſite to render the execution of their reſpective duties more clear and intelligible to them; deſiring alſo that the Commiſſioners would inform us whether they themſelves conſidered thoſe Inſtructions to be ſufficient for the good government of the different Officers, or if they did not, that they would ſuggeſt what might further appear to them to be ſtill neceſſary for that purpoſe.

6th February 1805. Returns from the principal Officers in the Dock Yards were ſent to us by the Commiſſioners, with an aſſurance, that if any thing elſe ſhould occur to themſelves, it ſhould be communicated agreeably to our requiſition; but no communication of that kind having been made to us, the Inſtructions, after incorporating what appeared uſeful in the ſuggeſtions [illegible] the Officers in the Dock Yards, were again ſent to the Navy Board, deſiring

deſiring to have their approbation, or a Statement of ſuch Alterations as they would think it adviſable to make; and they have ſince returned them to us, propoſing ſome alterations, a part of which we have adopted.

The Officers to whom Inſtructions are to be given in this Report, are, the Reſident Commiſſioners in the Dock Yards, and all thoſe who are called Principal Officers, being,

THE MASTER ATTENDANT,
MASTER SHIPWRIGHT,
CLERK OF THE CHECK,
STOREKEEPER,
CLERK OF THE SURVEY, and
CLERK OF THE ROPE YARD.

But there being ſome Parts of Duty in which all of them are intruſted, we have judged it neceſſary to prepare the following GENERAL INSTRUCTIONS reſpecting thoſe parts, as well as PARTICULAR INSTRUCTIONS to each Officer.

GENERAL INSTRUCTIONS FOR THE OFFICERS OF HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

General Inſtructions for the Officers of His Majeſty's Dock Yards.

THE Reſident Commiſſioner ſhall have full authority over all Officers and other Perſons whatſoever, employed in the Dock Yard and Ordinary, and is to controul every part of the buſineſs carried on therein, and to exerciſe the power veſted in him, as often as he may ſee occaſion, for the purpoſe of enforcing obedience to all Orders and Regulations iſſued by this Board or himſelf, to the end that every perſon may diſcharge the Duties of his Office with zeal, alacrity, and fidelity; to enſure which he ſhall have the power of ſuſpending any Officer, Clerk, or other Perſon belonging to the Dock Yard, which ſuſpenſion, and the cauſe and circumſtances thereof, he ſhall forthwith report; and the reſtoration or diſmiſſal of ſuch Officer, Clerk, or other Perſon, ſhall be left to the deciſion of the Admiralty or of this Board, as the caſe may require.

2.

As all Orders, Warrants, and Letters from this Board will be ſent open to the Reſident Commiſſioner, the Principal Officers of the Yard ſhall attend every morning at his Office, when reſpectively ſummoned by him; and he ſhall then cauſe the Public Orders, Warrants, and Letters to be read, that no one may plead ignorance thereof; and that ſuch diſcuſſion may be immediately had upon the circumſtances as may be neceſſary, to prevent any delay in carrying the ſame into execution. And all official Letters and Reports from the Officers of the Yard ſhall be tranſmitted unſealed,

General Inſtructions for the Officers of His Majeſty's Dock Yards.

unſealed, through the Commiſſioner's Office, to the end that he may have complete knowledge of all the current Services and concerns of the Dock Yard.

3.

The Maſter Attendant,
Maſter Shipwright,
Clerk of the Check,
Store Keeper,
Clerk of the Survey, and
Clerk of the Rope-Yard,—are to be conſidered as the Principal Officers of the Yard; and in caſe of the abſence of the firſt Maſter-Attendant, the next in rank to him where there are more than one, or if only one, the ſenior ſuperintending Maſter ſhall perform his duty; in the abſence of the Maſter Shipwright one of his Aſſiſtants ſhall attend; and in caſe of the abſence of any of the other Officers, the Chief Clerk of each reſpective Officer ſhall attend in his room.

4.

As all Orders are ultimately depoſited in the Clerk of the Check's Office for preſervation, the Officer into whoſe hands any Order may laſt come, ſhall take care to forward it to the Clerk of the Check's Office as ſoon as may be after it has been duly noticed by him.

5.

The ſeveral Officers ſhall reſide in the Houſes allotted for their uſe by the eſtabliſhment of the Yard, and ſhall enjoy the Gardens and Offices reſpectively attached to them. They ſhall not have the power of letting them, in whole or in part, to any perſon whatever; and no Artificer or Labourer is to be privately employed for domeſtic purpoſes, either within door or without, upon any pretence whatſoever.

6.

The principal Officers are to conſider themſelves anſwerable for their ſubordinate Officers, and for any neglect in not keeping the men to their duty. They are generally to prevent (whether in their own department or in any other) the Artificers, Labourers, and others, from loitering away their time in the Cabins or Tap-houſe, committing embezzlement or waſte, or miſbehaving in any manner to the prejudice of the Service: And they are to report all inſtances of miſconduct to the Commiſſioner.

7.

When any Vacancy occaſioned by Promotion or otherwiſe ſhall occur, either in the department of the Maſter Attendant, Maſter Shipwright, or Maſter Ropemaker, they ſhall reſpectively ſend the Name of the moſt proper perſon to be promoted to the Commiſſioner, who, being ſatisfied of the fitneſs of the Perſon ſo recommended, ſhall forward ſuch recommendation to this Board for our information and deciſion.

8.

No Perſon ſhall be entered as a Clerk to the Commiſſioner, or other Officer in a Dock Yard, under the age of ſixteen years. And previouſly to any being nominated to this Board for appointment, he ſhall be examined in the preſence of the Commiſſioner touching his qualifications; and the Commiſſioner in caſe of his approval is to ſign a Certificate of Examination, which Certificate ſhall be ſent to this Board with the Nomination. Clerks propoſed for the Yards where there is no Reſident Commiſſioner,

missioner. shall be sent to this Office to be examined by such Persons as the Board may appoint for that purpose. General Instructions for the Officers of His Majesty's Dock Yards.

9.

Each Officer shall furnish the Commissioner with the Names of such Clerks as are allowed to him, together with a statement of their respective abilities, as well as of the Duties on which they are occupied; and the same Information is to be given to him as often as any change shall take place or new Clerks are to be appointed, so that he may at all times be satisfied that the qualifications of the parties, and the arrangement of the Business entrusted to them, are for the benefit of His Majesty's Service.

10.

Certain Salaries being now established for the Officers and Clerks, and paid Quarterly clear of all deductions, and considered as proportionate to the trust reposed, and the ability and attendance of the several Persons in their respective Duties, such Salaries are calculated to compensate all extra-attendance.

11.

No Clerk to a Commissioner or to any Officer of the Yard shall be paid his Wages, unless he produce the usual Certificate from his Principal, of his integrity, diligence, and good conduct. And the Commissioner and Officers are to give or withhold such Certificate to or from their Clerks, as they may believe them to deserve. Appendix, N° 1.

12.

As a provision for Officers and Clerks, who from age and infirmities may be obliged to retire from their respective employments, the following Pensions proportioned to the length of service of each Person, will be allowed; viz. The Officer or Clerk retiring after a Service under fifteen years, and not less than ten, is to have a Pension equal to One-third of his Salary: Above fifteen years and under twenty-five, a Pension equal to One-half: Above twenty-five years and under thirty-five, equal to Two-thirds: And above thirty-five years, a Pension equal to Three-fourths; provided his conduct during such service should be deemed to merit this indulgence.

13.

The practice of taking Gratuities for the nomination or admission of Persons as Clerks, inferior Officers, or Workmen, and of receiving Fees in the Yard being abolished, the Commissioner and all the Officers, Clerks, and other Persons belonging to the Yard, are strictly prohibited from demanding or receiving, either directly or indirectly, under any name, promise, or pretence whatever, any Perquisite, Fee, Gratuity, or Reward from any Contractor, Tradesman, Workman, or other Person having any Business to transact, either as a Principal or as an Agent at the Yard, or at this Office; as well as from receiving any Fee, Gratuity, or Reward whatever, for the nomination or admission of any Person as a Clerk, or in any other capacity in the Yard. All Persons belonging to the Yard are also strictly prohibited from having, either directly or indirectly, any interest or concern whatever, in any Vessel which may be purchased or hired for the Service of Government, or in the purchase of any Vessel from Government, or in any Stores purchased or sold by Government. To this effect all the Officers and Clerks are to take an Oath according to the prescribed Form, and to give Bond in three times the amount of their respective Salaries: And any Commissioner, Officer, or other Person whatever, belonging to the Yard, who may act contrary to this Regulation in Appendix N° 2. Appendix, N° 3.

eral Inſtructions the Officers of Majeſty's Dock Yards.

any reſpect, ſhall be diſmiſſed from his ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

14.

No Officer, Clerk, or other Perſon, belonging to the Yard, is to act as an Agent for any Perſon or Perſons, either directly or indirectly, in any ſhape, or upon any pretence whatever; nor is any ſuch Officer, Clerk, or other perſon, to have any other occupation which may call off his attention from his duty in the Yard.

15.

No Officer, Clerk, or other perſon belonging to the Yard, ſhall on any account, or under any pretence whatever, communicate by writing or otherwiſe, any information relative to equipments or other buſineſs tranſacting in the Dock Yards, excepting ſo far as the duty of the Officers may require for carrying on the Public Service.

16.

No Perſon belonging to the Yard ſhall be ſuffered to keep an Alehouſe, or to have any intereſt in one.

17.

If any inferior Officers, Cabin-keepers, or other perſons belonging to the Yard, ſhall appear, through incurable injury, age, or other infirmity, to be incapable of the due execution of their ſeveral employments, no Deputy ſhall be appointed to perform their reſpective duties; but the chief Officer of the Department to which ſuch perſon may belong, ſhall repreſent the caſe to the Commiſſioner, in order that ſuch perſons may either be wholly diſcharged from the Service, or be recommended for ſuperannuation, as the circumſtances may require.

18.

When any perſon belonging to the Yard ſhall receive a hurt in the performance of his duty, he is to make it forthwith known to the Surgeon of the Yard, who is to note the caſe with all the circumſtances attending it; and if any perſon, receiving a hurt as aforeſaid, ſhall omit to make it known to the Surgeon, as hereby directed, he ſhall be entitled to no compenſation for the ſame.

19.

The common working hours, both for the Yard and Ordinary, being from ſix in the morning to ſix in the evening, the bell will ring at thoſe hours; when the Workmen are to repair to or leave the Yard. This rule is to be obſerved while the day-light will admit; but at all ſeaſons, the Workmen are to be governed in their attendance by the ringing of the bell. The common allowance of time, for breakfaſt, ſhall be from eight o'clock in the morning to half-paſt eight; and for dinner, from twelve to half-paſt one, during the ſummer months; but during the winter months, that is, from the 9th of November to the 1ſt of February, both days included, it is deſirable that all Workmen ſhould breakfaſt before they enter the Yard; in which caſe they ſhall appear ſo early as to have been muſtered, and be at their work by eight o'clock every morning; and their allowance of time for dinner, during the above period, ſhall be one hour only.

20.

The Holidays of the Yard are, the 29th of May, the days of the Birth and Coronation of the King, and the 5th day of November. On each of theſe days the Artificers and Workmen of the Yard are to go home at twelve o'clock, if not working extra, and to have the Afternoon to themſelves; but in caſe of working extra, they are to remain the extra hours after twelve o'clock before they quit the Yard.

21. No

21.

General Inſtru for the Offic His Majeſty's Yards.

Appendix, N

No Artificer, Workman, Labourer, or team, ſhall be ſuffered to go out of the Yard during the working hours but by a Note from the Clerk of the Check, which Note is to be delivered to the Warden at the gate, and to be ſent by him every evening to the Commiſſioner, who is then to cauſe it to be returned to the Clerk of the Check.

22.

No Stranger ſhall be allowed to viſit the Yard without leave from the Commiſſioner. The names of all Strangers admitted ſhall be inſerted in a Book to be kept for that purpoſe at the Dock Gates; and all Strangers deſirous of entering the Yard, whether upon buſineſs, or to viſit any of the Officers, ſhall be conducted by a Warder, in the former caſe, to the Office where they may have buſineſs, and, in the latter, to the Houſe of the Officer whom they deſire to viſit. No perſon diſcharged from the Yard for any miſdemeanor, ſhall be permitted to enter it upon any pretence whatever.

23.

No Foreigner ſhall be ſuffered to go into the Yard, upon any account, without authority in writing being given to the Commiſſioner by the Firſt Lord of the Admiralty, or Board of Admiralty, the Comptroller of the Navy, or the Navy Board.

24.

To prevent improper perſons from entering the Yard, under the pretence of viewing lots of Old Stores for Sale, or of purchaſing the ſame, it is directed that whoever may be deſirous of going in for thoſe purpoſes, ſhall previouſly obtain a Note of admiſſion from the Commiſſioner, and preſent the ſame at the gate for the information of the Warder; and ſuch Note ſhall ſerve for one ſale only.

25.

No perſon ſhall be admitted into the Storehouſes, Ropehouſes, Workſhops, or Cabins, but thoſe who have real buſineſs there, Strangers only excepted, who having obtained the Commiſſioner's permiſſion to viſit the Yard, ſhall be conducted by a Warder.

26.

No Veſſel which has come to the Yard with Stores or otherwiſe, ſhall be ſuffered, without ſpecial permiſſion, to quit the Wharfs or Jetties but in the common working hours of the Yard. At all other times, from day-light in the morning to the duſk of the evening, or during the night, leave for this purpoſe muſt be previouſly obtained from the Commiſſioner in writing, or, in his abſence, from three of the principal Officers, one of which ſhall be the Storekeeper. And no Ship or Veſſel ſhall be allowed to put off from the Wharfs or Jetties without having been firſt ſearched by the Boatſwain of the Yard, or ſome proper perſon by his appointment when he cannot attend himſelf, but for whoſe conduct he ſhall be reſponſible, in order to ſee that no Stores or Articles of any kind, the property of His Majeſty, are concealed on board ſuch Ship or Veſſel.

27.

Particular places in the Yard ſhall be appointed for landing and taking off Stores; and none ſhall be ſuffered to be landed or taken off from any other. No Boats, except thoſe belonging to King's Ships and to the Yard, and thoſe only when the ſervice of the Yard ſhall abſolutely require it, ſhall be allowed to come to any part of the Dock Yard, excepting to the common landing-places. Theſe Regulations ſhall be printed, and hung up in the Warder's Box, contiguous to each reſpective landing-place.

28. No

General Inſtructions for the Officers of His Majeſty's Dock Yard.

28.

No prohibited or ſmuggled Goods ſhall be landed, ſecreted, or otherwiſe received into any of His Majeſty's Storehouſes, or any part or place in the Yard; nor ſhall any articles be received into the Storehouſes, Cabins, or other places, but the Stores properly belonging thereto.

29.

The Storehouſes of all deſcriptions ſhall be carefully locked up, five minutes before the bell ſhall ring for the people to leave work.

30.

No perſon ſhall be ſuffered to ſmoke Tobacco in any part of the Yard.

31.

When the Workmen go out of the Yard at noon, and in the evening, the ſuperior and inferior Officers ſhall attend at the gate, for the purpoſe of carefully noticing them, in order to prevent embezzlement, reporting to the Commiſſioner any perſons who may be detected in attempting the ſame.

32.

The Warders ſhall remain in the Yard half an hour after the Workmen, and ſhall very minutely examine every part of their ſtations; and if they diſcover any perſon lurking about, they are to conduct ſuch perſon to the chief Officer of the department to which he may belong, who ſhall then enquire into the circumſtances of the caſe, and, if neceſſary, report the ſame to the Commiſſioner; The Warders are alſo to point out to the Watchmen or Military Guard who ſucceed them, the Stores or other articles which they are to take under their Charge.

33.

The keys of the Engine-houſes and Fire-ladders ſhall be in poſſeſſion of the Gate-rounders at night; and correſponding keys ſhall alſo be lodged in the houſes of the ſeveral Officers.

34.

The regulations and arrangements eſtabliſhed by the Commiſſioner, to be obſerved in caſes of Fire in the Yard, ſhall be printed and hung up at the Gates, and ſuch other places in the Dock Yard as the Commiſſioner ſhall direct; to the end that each perſon, ſpecially included in the ſaid regulations and arrangements, may know his ſtation and the ſervice he is to perform, in order that all confuſion on the occaſion may as much as poſſible be avoided.

35.

All printed or written regulations are to be hung up in the ſeveral Offices and Storehouſes to which they may reſpectively appertain.

36.

In all caſes upon which references are directed to be made to the Reſident Commiſſioner, it is to be obſerved, that in thoſe of His Majeſty's Dock Yards at which there is no Commiſſioner, ſuch references are to be tranſmitted to this Board.

37.

As, in a buſineſs of ſo multifarious and extenſive a nature as the Duties of the Officers of His Majeſty's Dock Yards, circumſtances of an inferior kind may occur for which no ſpecific Inſtructions can previouſly be prepared, it is expected that every perſon employed therein, whatever may be his rank or ſtation, do ſhew an Intereſt for His Majeſty's Service, and exert himſelf to fulfil,

fulfil, not only the Letter but the ſpirit of theſe Inſtructions; and in caſes for which no particular Directions have been given, it is incumbent upon him to employ all diligence and alacrity to expedite and promote the welfare of the Public Service, to the utmoſt of his power, and ſuch zeal and alacrity in the performance of his duty cannot fail to entitle him to proper attention and encouragement.

Given under our hands at the Navy Office,
this

THE Commiſſioners, appointed in 1788, have obſerved, "That the "Commiſſioners of the Dock Yards have not any Inſtructions; that they "ought to be Sea Officers of great experience, both in the Civil and "Military Department of the Navy, for which purpoſe they propoſe, "that they ſhould be choſen upon vacancies from the Sea Commiſ- "ſioners of the Navy Board, and that every mark of attention ſhould be "ſhewn them that can give conſequence to their ſituation; but that "proper Inſtructions ſhould be prepared for them."

In theſe opinions we perfectly concur, and recommend that what they have propoſed ſhould be eſtabliſhed as a Regulation never to be departed from in ſupplying vacancies in this very important Office; and that no Reſident Commiſſioner ſhall be appointed to any Dock Yard till he has acted at leaſt one year at the Board of Commiſſioners.

The Reſident Commiſſioner of a Dock Yard, being incorporated in the ſame Patent with the Commiſſioners of the Navy Board in London, conſtantly correſponds with, and acts as Repreſentative of that Board, in all Naval Duties, enforcing the Orders and Regulations tranſmitted through him to the ſubordinate Officers belonging to the Yard at which he preſides.

Excepting in caſes of emergency, ſuch as ſudden Demands made by the Commander in Chief at the Port for Stores or Repairs to Ships requiring immediate aſſiſtance, Orders and Inſtructions cannot properly originate with him, and his attention is generally confined to the execution of thoſe received from the Navy Board, and the current Services of the Yard.

It is obvious that Officers who, beſides the knowledge acquired in the Military Department by long and active Service, have, as Commiſſioners of the Navy Board in London, had the means of obtaining complete information reſpecting all the methods of Office in the Civil Government of the Navy, muſt have had the beſt preparation for the due execution of the important duties attached to this ſituation. There is a Reſident Commiſſioner in every one of the Yards except Deptford and Woolwich, theſe being under the immediate inſpection and controul of the Navy Board, and frequently viſited by one or more of its profeſſional Members.

The Commiſſioners of Naval Enquiry appointed in 1803, in their Sixth Report, thus expreſs themſelves concerning this Officer: "Though "the Reſident Commiſſioner has authority over all perſons employed in "the Yard, he has no power to reward, promote, or even to cauſe a man "to be entered into the Service; and from this circumſtance, although the "Principal, he appears to have leſs influence over the Workmen than "any other Officer: this ſeems to us a defect in the Syſtem, as we con- "ceive all Principals ſhould have it more or leſs in their power to diſ-

" tinguiſh and reward the ability, zeal, and induſtry, of thoſe employed " under them; and without ſuch power, we apprehend authority will " ſeldom be reſpected."

But though the Reſident Commiſſioner has not had the power delegated to him of beſtowing Rewards and Promotions at his own pleaſure, yet, being the Correſpondent and Repreſentative of the Board in the Yard, he can at all times report to the Board every proof of meritorious ſervice, and recommend thoſe who in his opinion are entitled to favour; and we have, in the following Inſtructions, made this repreſentation of meritorious Services a part of his duty.

With theſe means of obtaining Rewards to thoſe entitled to them, we are perſuaded there is not any danger that the Reſident Commiſſioners will not poſſeſs the chief influence which they certainly ought to have in the Dock Yards; and we do not think that the power of beſtowing them can be placed more properly, or more ſafely, than with the Board.

The following INSTRUCTIONS are what we think it neceſſary to give to this Officer:

INSTRUCTIONS FOR THE RESIDENT COMMISSIONERS AT HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Reſident Commiſſioners at His Majeſty's Dock Yards.

You are to make the houſe allotted for you in the Dock Yard your conſtant reſidence, in order that you may be at all times in readineſs to receive, and ſee executed, all Orders from the Lords Commiſſioners of the Admiralty, or from this Board, relating to the King's Service; and you are not to abſent yourſelf from your duty without leave firſt obtained from the Lords of the Admiralty, of which you are immediately to inform this Board.

2.

You are to have full authority over all Officers, and other perſons employed in the Dock Yard and Ordinary, and to controul every part of the duties carried on therein; interpoſing your authority as often as you may ſee occaſion, for the purpoſe of enforcing obedience to all Orders and Regulations iſſued by this Board or yourſelf; and you are to ſee that every perſon ſhall diſcharge the duties of his office with zeal, alacrity, and fidelity; to enſure which, you have the power of ſuſpending any Officer, Clerk, or other perſon, belonging to the Dock Yard, forthwith reporting to us the cauſe and circumſtances of each ſuſpenſion; and the reſtoration or diſmiſſal of ſuch Officer, Clerk, or other perſons, ſhall be left to the Admiralty, or to this Board, as the caſe may require. And if it ſhould appear to you, that any of thoſe Officers, Clerks, or other perſons are, from age, infirmity, or other cauſe, become incapable of performing the duties of their reſpective ſtations, you are to repreſent the ſame to this Board, in order that they may be ſuperannuated, or that ſuch other Directions may be given reſpecting them as their ſeveral caſes may require.

3.

You are, with the utmoſt care and aſſiduity, to cauſe the moſt ſpeedy, effectual, and œconomical execution of all Orders, whether directed to yourſelf, or to any Officer or perſon under your authority in the Dock Yard, for which purpoſe all Orders, Warrants, and Letters, ſhall be ſent open

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open under cover to you; and, for the more ready and effectual mode of making the ſame known, you are to ſummon, at your diſcretion, the principal Officers of the Yard to your office every morning, as ſoon as may be after the receipt of your Diſpatches, and to cauſe the public Orders, Warrants, and Letters, to be read over to them in your preſence, ſo that no one may plead ignorance of the ſame; and that ſuch Direction thereon may be immediately had as circumſtances may require, to prevent any unneceſſary delay in carrying them into execution. And all official Letters and Reports from the Officers of the Yard ſhall be tranſmitted, unſealed, through your office to this Board, to the end that you may have complete knowledge of all the concerns of the Yard. You are to cauſe the ſaid Orders, Warrants, and Letters, before they are delivered, to be entered in a Book, to be by you kept for the purpoſe of duly regiſtering all ſuch Orders, Warrants, and Letters, relative to the tranſactions of the Yard.

4.

For the more ſpeedily making known any Orders you may receive from the Admiralty or this Board, which may not have been communicated to the Officers at the general reading, or ſuch as at any time you may of your own Authority think fit to iſſue, you are to eſtabliſh an Order Book, in which your Directions are to be written in the form of Memorandums, or otherwiſe, as you may judge proper, and addreſſed to the Officers to whom they may appertain, who are to take a copy thereof, and to ſign their Initials in the margin of the Book, as an acknowledgment that they have received the ſeveral Orders.

5.

You are daily to correſpond with the Admiralty and this Board, acquainting the former with the tranſactions which require to be communicated immediately from yourſelf, and acknowledging to us the receipt of all Orders, Warrants, and Letters; ſtating alſo the daily tranſactions of the Port; the arrival and departure of any of His Majeſty's Ships, and other circumſtances relative to the Works going forward in the Yard which are neceſſary to be communicated, but which may not have been included in the Letters and Reports of the Officers.

6.

When you ſhall ſee it neceſſary, for the furtherance of His Majeſty's Service, to interpoſe your Authority for temporarily ſupplying any deficiency which you may conceive to have occurred in the Orders, Warrants, or Inſtructions of this Board, you are, when the time or the emergency cannot admit of a reference to us, and of receiving our Anſwer, to give your Directions to the reſpective Officers in writing, in order that the inſtances of ſuch interpoſition may remain on record, and that you may become reſponſible for the ſame; and you are, without delay, to acquaint this Board with your proceedings, and your reaſons upon the occaſion.

7.

Before any Officer or Clerk ſhall enter upon his duty in the Yard, he is to take and ſubſcribe before you the uſual Oath, and to execute the preſcribed Bond, for the faithful diſcharge of his duty; and you are to tranſmit every ſuch Oath and Bond to this office. Appendix, N° Appendix, N°

8.

You may, on application, occaſionally grant leave of abſence to any Officer, not exceeding fourteen days, if you be ſatisfied that His Majeſty's Service will ſuffer no injury thereby, reporting the ſame to this Board, and acquainting

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acquainting us whether the Service will admit of any further extenſion thereof, ſhould it be requested: but as in the caſe of the abſence of the Surgeon by leave, it is highly proper that he ſhould provide a duly qualified perſon to perform his duty during the time of ſuch abſence, he is on ſuch occaſion to employ ſome reſpectable Surgeon of the neighbourhood, ſubject to your approbation; and you are to take care that the temporary ſubſtitute for the Surgeon pays due attention to the Sick and Hurt, ſo that they may ſuffer no injury by the abſence of the eſtabliſhed Surgeon of the Yard.

9.

When any Clerk or Subordinate Officer in the Yard ſhall require leave of abſence, it is to be certified by the Superior of ſuch Clerk or Subordinate Officer, that the Service will admit of ſuch abſence, the duration of which you are to approve, or not, as you may think proper.

10.

You are to require from each Officer the Names of ſuch Clerks as are allowed to him, together with a Statement of their reſpective abilities, as well as the duties in which they are occupied; and you are to demand the ſame information as often as any change ſhall take place, or new Clerks ſhall be appointed, ſo that you may be ſatisfied that the qualifications of the parties, and the arrangement of the buſineſs entruſted to them, are for the benefit of His Majeſty's Service; and alſo, that you may be enabled to recommend them, or otherwiſe, as their conduct may deſerve, you are frequently to viſit the ſeveral offices, to obſerve that the Clerks regularly attend to their duties, and that the Principals of the reſpective Departments preſerve good order and regularity among them, occaſionally aſking ſuch queſtions publicly as may ſatisfy you that no part of the buſineſs of the ſeveral offices is neglected; and, as the keeping up of the General Store Account demands the moſt particular attention, you are occaſionally, and at uncertain times, to call for and inſpect the ſame, and to ſee that it, as well as every other Account in the Yard, be not ſuffered to fall into arrear.

11.

You are to make yourſelf acquainted with the duties of all the Officers under your authority, either on ſhore or afloat, by frequently peruſing the Inſtructions eſtabliſhed reſpecting the ſame, as well as the Digeſt-book of Orders and Warrants, copies of which you ſhall be furniſhed with by this Board, in order that you may thereby be enabled to form a judgment of the zeal, alacrity, and attention of each Officer; and, in order to impreſs upon them the ſtronger ſenſe of their ſeveral duties, you are, as often as you may ſee occaſion, and at leaſt twice in each year, to aſſemble all the Officers of the Yard before you, and in preſence of each other, to cauſe their reſpective Inſtructions to be read, making ſuch Remarks on any inſtances of neglect or inattention which you may have obſerved in the execution thereof, as may prevent a recurrence of the like failures of duty, and render the Officers leſs excuſable, if ſuch ſhould occur in future. And when any part of the Standing Inſtructions provided for the good government of the Officers, either in the Yard or afloat, ſhall, from length of time or other circumſtance, become defective, and capable of improvement, you are to report the particulars of all ſuch defects to the Admiralty, or to this Board, and ſuggeſt ſuch remedies as you may think ſuitable to the occaſion.

12.

You are from time to time, as circumſtances may require, to report to the Lords Commiſſioners of the Admiralty, or to this Board, your Obſerva-

tions

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tions on the general conduct and abilities of all, or any, of the Officers under your authority, in order that the able, diligent, and active may be ſuitably rewarded, and that ſuch meaſures may be taken with thoſe who miſbehave as the caſe may demand. You are, moreover, to inform yourſelf of the abilities and character of the ſeveral Workmen of the Yard in their reſpective occupations, and alſo, of all perſons belonging to the Ordinary, ſo that the diligent may be encouraged and rewarded, as opportunities may offer, and the indolent be diſcharged, or otherwiſe puniſhed.

13.

You are to direct the Officers of the Yard to keep Journals of each day's principal tranſactions within their ſeveral Departments, ſo that they may individually be, at all times, prepared to give ſatisfactory anſwers to any enquiries which may be made concerning the ſame, either by the Admiralty or this Board, or yourſelf, and you are occaſionally to inſpect ſuch Journals, ſo that you may know how far this Order is duly complied with.

14.

When you are required by this Board to make a Contract for Works to be performed, or Stores to be ſupplied by perſons in the neighbourhood of the Yard, you are to uſe your utmoſt diligence in obtaining Stores of the beſt quality, and in agreeing for ſuch Works and Stores on the moſt advantageous terms for the Public; and you are to tranſmit the Contract to this Board previouſly to its execution, obſerving that it is not to be acted upon, or conſidered as final or concluſive, until it ſhall have received our confirmation.

15.

You are frequently, as your other duties may admit, to viſit the Storehouſes, and more particularly when Stores are receiving; on which occaſions you are to inſpect and compare the quality of the Stores delivered in by the Contractors with the patterns ſent down from this Board, ſo as to judge how far they may be anſwerable to the Contracts or Warrants upon which they are delivered; and you are to ſee that no other article, beſides His Majeſty's Stores, be placed therein.

16.

You are to examine the Certificates for all Stores received into the Yard from Contractors, for which Bills are to be made out by this Board, in order to ſee that they have undergone the proper Checks, vouched by the ſignatures of the reſpective Officers, and that the Prices expreſſed in the Certificates correſpond with the Contract. You are to ſign the ſaid Certificates with either your name or initials, as a proof that they have undergone your inſpection, before they are tranſmitted to us. If however you perceive any inaccuracy in the ſaid Certificates, you will of courſe withhold your ſignature, and report to us the circumſtances of the caſe, that you may receive our deciſion on the ſubject.

17.

You are to interpoſe your authority, for the purpoſe of preventing any Merchant or Contractor from ſuffering by the negligence or inattention of the Officers in making out Certificates, or in creating unneceſſary delay on the delivery or receipt of Timber or other Stores.

18.

You are to pay particular attention to the Preſervation of every ſpecies of Stores, and not to ſuffer any to be damaged, by lying careleſsly about the Yard. You are alſo, by every means in your power, to prevent the

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Embezzlement of Stores, making from time to time ſuch Regulations with reſpect to ſearching the People going out of the Yard, as you ſhall think proper; and you are not to ſuffer any doors or outlets to be made in the wall, other than the public gates leading in and out of the Yard.

19.

You are to ſee that the Store-berths for the Ships at the Port be kept as complete as the ſtock in the Magazines will admit; and you are alſo to viſit the Maſt-houſe, Boat-houſe, and Rope-yard, in order to obſerve, that the ſeveral regulations relative to the depoſit of Stores be ſtrictly complied with.

20.

You are to take care that no new Works, or repairs of old, be taken in hand but ſuch as an authority ſhall have been given for by this Board, unleſs you ſhall ſee an abſolute occaſion for the ſame; and in this caſe, you are to give your directions in writing to the Maſter Shipwright, or reſpective Officers, as circumſtances may require, acquainting us with the Orders you may have given on the occaſion, and with your reaſons for ſo doing.

21.

When any Ship or Veſſel is to be purchaſed or hired at or near your Port, and the proper Officers ſhall have ſurveyed the ſame, the report of ſuch ſurvey is to be made to you; and, if intended to ſerve as a Ship or Veſſel of War, you are forthwith to examine her, and to certify your approval or otherwiſe, by your ſignature upon the Report, which you are to tranſmit to us for our determination.

22.

The reſpective Officers of the Yard are to examine all Artificers, Workmen, and perſons of every deſcription, who may be propoſed to be entered for His Majeſty's Service, either on ſhore or afloat; and if conſidered by them as duly qualified, and proper to be employed, they are to make out a Note under their hands reſpectively, containing the name of every ſuch Artificer or other perſon, together with his place of nativity, age, and former occupation. Every ſuch perſon is then to be ſent, with the Note, to the Surgeon of the Yard for examination; and if he ſhould be found fit for the Service, a Certificate by the Surgeon to that effect is to be ſubjoined to the Note, which is afterwards to be ſent with the party to you; and if, upon your examination of the perſon, you ſhould approve of him, you are to denote your approbation by your name or initials on ſuch Note, which is then to be ſent to the Clerk of the Check, or the Clerk of the Rope-yard, as the caſe may be, as the authority for entering him. But you are to obſerve, that no Foreigner is to be entered in any Department of the Yard on any pretence whatever, nor any Apprentices but ſuch as are ſtout, well-grown Boys, not under the age of fourteen years, or of leſs height than four feet ten inches.

Appendix, N^os 5, & 94.

23.

When a reduction ſhall be ordered to be made in any Department of the Yard, particular care is to be taken that, without favour or partiality, ſuch perſons be diſcharged as by the report of their reſpective Superiors, and your inſpection, may be found to be the leaſt fit for their reſpective ſituations.

24.

The Clerk of the Check being inſtructed to ſend to you daily, immediately after each muſter, a Liſt of all Perſons who may not have anſwered to their names, you are to obſerve, that ſuch Liſts be regularly ſent to you, and

and to cauſe the Muſter-books to be checked by them, previouſly to the Pay-books being made out.

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25.

The Captains and Commanders of His Majeſty's Ships and Veſſels having been inſtructed to ſend to you Liſts of every Officer, Artificer, or other perſon belonging to the Yard or Ordinary, who ſhall have been victualled on board their reſpective Ships or Veſſels during their continuance in Port, ſpecifying their ſeveral entries and diſcharges, you are to receive ſuch Liſts, or, in caſe of their omiſſion or delay, to call upon the ſaid Captains or Commanders for them; and you are to order the Clerk of the Check to check on board the Hulks or Ships in ordinary, all ſuch as may have been ſo borne for victuals on board any other of His Majeſty's Ships.

26.

You are, in every Quarter of the year, to ſuperintend one of the Genera Monthly Muſters of the Ordinary and of the Workmen, and all other perſons belonging to the Dock and Rope Yards.

27.

You are to controul the Quarterly Payments of the Dock Yards, and the Payments of all Ships, unleſs otherwiſe directed by the Lords Commiſſioners of the Admiralty; and you are to obſerve that the ſeveral Acts of Parliament relative thereto be properly complied with, not allowing any perſons to be paid by Pay-liſts unleſs they ſhall be entitled to be ſo paid by the Act of Parliament.

28.

You are to ſign all Remittance Bills for Wages of Seamen and others belonging to His Majeſty's Ships paid under your controul, as required by Act of Parliament.

29.

You are at all times, as far as poſſible, to co-operate with the Commander in Chief, Captains and Officers of His Majeſty's Ships at the Port, in all their duties connected with the Dock Yard, ſo that the Public Service may be carried on with all practicable expedition. And, as the ſpeedy equipment of His Majeſty's Ships is a matter of the utmoſt National importance, and the ſending on ſhore from them large bodies of Men to embark their Stores, not only occaſions much delay in the duties to be performed on board, but alſo, notwithſtanding the utmoſt vigilance of the Officers who may accompany them, gives opportunity for frequent deſertions and many other evils, to the great injury of the Service, you are, in order to prevent theſe miſchiefs, upon application being made to you for the purpoſe, to cauſe a ſufficient number of the Labourers, or of Convicts (if any ſuch be employed in the Yard) to carry the more heavy Stores to the Veſſels appointed to receive them, under the care and direction of the Officers of the Ship for which the Stores may be deſigned: and you are, as occaſion may require, to afford ſimilar aſſiſtance when Stores ſhall be returned from His Majeſty's Ships.

30.

It being uſual for the Clerks of the Yard, when in the actual delivery of Stores which are to be immediately carried off to His Majeſty's Ships, or in receiving Stores upon return, to quit the duty upon the ringing of the bell for the Workmen to go to dinner, or on other occaſions; and as by this practice very great delays are occaſioned, ſo that the tide for taking the Stores off is frequently loſt, the Stores in both caſes made liable to embezzlement, and the Men belonging to the Ships acquire opportunities to ſtraggle and deſert, you are, for the prevention of ſuch injuries to the Service,

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vice, upon the application of an Officer appointed to take off or return Stores, to cauſe the Clerks and other perſons appointed for the delivery or receipt of ſuch Stores, to remain on that duty until it be completed.

31.

You are to form ſuch Regulations as you may judge proper for the landing of Boats in the Dock Yard, confining them to as few places as may be conſiſtent with the Service required, either for taking off or landing Stores.

32.

You are to eſtabliſh ſuch Regulations and Reſtrictions as from time to time you may find expedient to be obſerved at the Tap-houſe, upon which it is neceſſary that you ſhould be very obſervant; and if it ſhould come to your knowledge that any diſorders or irregularities are permitted, or that the Men belonging to the Yard are allowed to ſit down or loiter away their time therein, you are to take meaſures for preventing the recurrence of ſuch miſconduct, and to ſuſpend the Tapſter, if you ſhould deem the caſe to require it.

33.

You are, for the prevention of embezzlement and other miſdemeanors, to take effectual meaſures for cauſing the moſt vigilant watch to be kept throughout every part of the Yard, and more eſpecially during the night. You are carefully to conſider whether the Watchmen and Sentinels are poſted in the moſt judicious ſituations, and to change the poſitions aſſigned to them as often as you may ſee occaſion, as well as to place additional Guards in ſuch parts of the Yard as you may deem to require them; and to all ſuch Watchmen and Sentinels the moſt poſitive orders ſhall be given, that beſides their other duties, they ſhall ſuffer no perſon of any rank or deſcription whatſoever to go out of or enter the Yard excepting at the general Landing-places, or at the gates of the Yard; and you are to be very careful that the perſons appointed as Rounders, Warders, and Watchmen, be men of good character, giving the preference to thoſe who from length of ſervice and merit ſhall be moſt ſuitable to thoſe ſituations.

34.

You are to take all poſſible precaution for the prevention of Fire in the Yard, and to cauſe the Fire-engines and Fire-buckets to be frequently examined, and kept in perfect order. You will obſerve to cauſe the Engines to be worked on the firſt day (not being Sunday) of every month; and to order them to be placed in the moſt advantageous ſituations, carefully making ſuch ſpecial and general Arrangements as, in the event of Fire breaking out in the Yard, may tend the moſt ſpeedily to extinguiſh the ſame. You are likewiſe to give the moſt poſitive directions, that upon the Artificers or other Perſons leaving off work on board Ships in dock or afloat, and alſo in the workſhops and other parts of the Yard where Fires have been uſed or works have been carried on by candle-light, the Quartermen and Foremen who ſuperintend thoſe Artificers or other perſons do carefully examine ſuch places, for the purpoſe of ſeeing that all be ſafe, and, before they leave the Yard, make a report of their having ſo done to their reſpective Chief Officers.

35.

You are to take care that ſuch copies of Inſtructions as may be directed to be hung up at ſuitable places in the Dock Yard, for the information of all perſons therein, be carefully preſerved from injury; and, as often as they may become defaced, you will cauſe them to be duly replaced.

36. You

36.

Instructions for the Reſident Commiſſioners at His Majeſty's Dock Yards.

You are to underſtand, that although diſtinct Inſtructions are provided for the guidance of the ſeveral principal and inferior Officers of the Dock Yard, in the performance of their reſpective duties, you are nevertheleſs yourſelf accountable for the due obſervance and execution of all the Regulations therein eſtabliſhed which concern the reſpective duties of the Officers, who are to obey you in all things which you ſhall direct for His Majeſty's Service.

Given under our hands at the Navy Office, this

THE various Duties of the ſix principal Officers of the Dock Yards before-mentioned will, we apprehend, be found to be ſufficiently explained, and detailed with as much minuteneſs as can be neceſſary in the following Inſtructions, which we propoſe to be given to them.

INSTRUCTIONS FOR THE MASTERS ATTENDANT AT HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Maſters Attendant at His Majeſty's Dock Yards.

YOU are to make the Houſe allotted to you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch directions as may be given by us, or by the Reſident Commiſſioner, relating to the ſeveral duties of your office; and you are not to remain out of the Yard during the night without leave from us, or from the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your department, will be ſent open under cover to the Reſident Commiſſioner, and therefore every morning, as ſoon as may be after he ſhall have received his diſpatches, you are, upon being ſummoned, to attend with the other principal Officers of the Yard at the Commiſſioners Office, where you are to hear the public Orders, Warrants, and Letters read, to the end that ſuch explanation and diſcuſſion thereon may immediately take place as the ſeveral caſes ſhall require: And all Reports from you and the other Officers of the Yard are in like manner to be tranſmitted, unſealed, through the Reſident Commiſſioners Office to this Board.

3.

You are to take copies of all Orders that may relate to your department, and to enter them in Books, which are to be kept in your Office for that purpoſe, and to be preſerved for the information of your ſucceſſors, obſerving, that Standing Orders are to be entered in a Book by themſelves, and thoſe of an occaſional nature in another; and you are to mark the originals with your Initials, and to note thereon the time when they were received at your Office, and when ſent from thence.

4.

You are to conſider yourſelf anſwerable for the general care and management of the Ships in ordinary at your Port, and to ſee that the ſeveral Warrant Officers do keep their Ships clean, and otherwiſe ſtrictly perform their duty; that in the proper ſeaſon, the awnings be ſpread, and the windſails duly made uſe of; that they be in all reſpects kept well

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aired and dry; and that no ladders be affixed to the ſtern-ports, but that all perſons entering into or going out of the Ships ſhall do ſo at the uſual place only. You are alſo to take care that no Men or Servants ſhall be employed on private concerns, and that no articles belonging to Government be embezzled or carried on ſhore; and you are to pay the moſt ſtrict attention to the due execution of all Inſtructions and Orders which relate to this branch of the Public Service, the perſons employed therein being under your immediate controul.

5.

Appendix, N° 6. When a Ship ſhall have been diſmantled and paid off, the Clerk of the Survey is to deliver to you Inventories of all the Stores left on board in charge of the Boatſwain and Carpenter reſpectively, including Cabins, Locks, Keys, and all other conveniencies; and you are to cauſe a copy of each Inventory to be hung up in ſome conſpicuous part of the Ship.

6.

Appendix, N° 7. You are perſonally to muſter the Men, and examine the Hulk and all the Ships in ordinary, from time to time as you may judge proper, or the Commiſſioner may direct, but not leſs frequently than once in every month, independently of the eſtabliſhed Monthly Muſter at the Clerk of the Check's Office; and you are to ſee that the printed Regulations for the Government of the Ordinary be hung up in every Ship, and ſtrictly complied with. You are alſo to obſerve attentively the conduct of the ſuperintending Maſters and other Officers of the Ordinary, and not to Appendix, N° 8. grant to them Certificates for receiving their Pay unleſs they ſhall have ſtrictly performed their reſpective duties; and you are to report any neglect which you may obſerve therein to the Reſident Commiſſioner, in order that ſuch ſteps may be taken on the occaſion as the caſe ſhall require. When you ſhall diſcover that any of the ſubordinate Officers of the Ordinary, or the Ship-keepers, are abſent from their duty, you are forthwith to report the ſame to the Clerk of the Check, that they may be checked accordingly, and to make known the circumſtance to the Commiſſioner for the purpoſe aforeſaid.

7.

The ſuperintending Maſters of the ſeveral Diviſions of the Ships in ordinary are to make all their Reports and Returns through your Office; and, in the abſence of any ſuperintending Maſter, you are to give his diviſion into the charge of ſuch other Maſter as you may think moſt convenient for the duty, taking care however to viſit the whole of the Ordinary frequently in perſon, and to ſee that the Service be regularly carried on, and the Reports and Returns duly made.

8.

You are, every evening, to make ſuch Arrangements with the ſuperintending Maſters and other Officers, as may be neceſſary for the employment of the Men belonging to the Ordinary on the following day; appointing the time and place, whether on ſhore or afloat, at which they are to aſſemble, furniſhing the perſon who is to ſuperintend the ſeveral Parties, with a Liſt of the Men who are to be under his direction, and taking care that the Men may exchange duties weekly when the Service will admit of its being done. Thoſe who ſhall be employed on Appendix, N° 9. ſhore are to be muſtered by you in perſon in the morning, and alſo in the evening when they leave off work; and ſuch of them as ſhall be employed afloat are to be under the immediate direction of the ſuperintending Maſters of the reſpective diviſions, who are to be reſponſible for keeping them ſtrictly to their duty; and they are to be muſtered by them every morning, and in the evening when they leave off work, according to the Liſt to be furniſhed by you as aforeſaid. All ſuch working parties are

to

to be viſited by you as often as your other duties will permit, in order to aſcertain that the work upon which they may be employed is carried on in a proper manner; and you are to obſerve that neither you nor the ſuperintending Maſters are to give leave to any of them to be abſent from their duty on any pretence whatever, without notifying the ſame to the Commiſſioner, together with the time for which ſuch leave ſhall have been granted, and alſo giving notice thereof to the Clerk of the Check, in order that the Men may be checked accordingly. Inſtructions for the Maſters Attendant at His Majeſty's Dock Yard.

9.

You are to keep a Daily Account of the Abſentees belonging to the Ordinary, and that Account, ſigned by yourſelf, is to be ſent by you on the firſt day of every month for the month preceding, to the Clerk of the Check, for his guidance in checking them.

10.

When the Ships in ordinary ſhall be in want of Swabs, you are to cauſe them to be ſupplied ready made from the Rigging-houſe, in proportion to the ſeveral Rates; viz. for a Sloop, two; for a Ship from 20 to 24 guns, three; for a Ship from 28 to 38 guns, four; for a Ship from 44 to 50 guns, Six; for a Ship from 64 to 74 guns, eight; and for a Ship of 90 guns and upwards, ten; and you are to ſee that the ſuperintending Maſters and Warrant Officers do take particular care that theſe, and all other articles of Stores allowed for Ships in ordinary under their direction, be properly and excluſively uſed for the purpoſes for which they are intended. You are alſo to require from them a ſatisfactory Account in writing, of the expenditure of all ſuch Articles, before a freſh ſupply ſhall be granted, returning into Store the heads of the old Swabs, and all other unſerviceable articles.

11.

You are to keep a book according to the annexed form which is to contain the names of all perſons employed in, or belonging to His Majeſty's Ships lying in ordinary at your Port, ſpecifying their qualities, together with the dates of their entry and diſcharge reſpectively. Appendix, N° 10.

12.

You are to examine all perſons who may be propoſed to be entered as Ship-keepers, Extra-men, or Servants to Officers in the Ordinary, admitting, in the former caſes, able Landmen when Seamen cannot be procured; and, if conſidered by you as fit to be employed, you are to make out a Note under your hand, containing the name of every ſuch perſon, together with his place of nativity, age, and former occupation, and the number of years if any, that he may have been at Sea. You are then to ſend each perſon propoſed, with ſuch Note, to the Surgeon of the Yard, to be examined, and if he ſhould be found to be fit for the Service, a Certificate by the Surgeon to that effect is to be ſubjoined to the Note, which is afterwards to be ſent with the party to the Commiſſioner, for his approval; and when the Commiſſioner ſhall have marked his approval by his name or initials, on each Note, it ſhall be delivered to the Clerk of the Check as his authority for entering the perſon therein named. You are to take particular care, however, that no Foreigner be preſented, or any perſon above the age of thirty-five years; and that no Officer in the Ordinary be ſuffered to take a Servant as an Apprentice. Appendix, N° 5.

13.

You are, in conjunction with the Clerk of the Check, to demand monthly, by Warrants from the Agent Victualler, ſuch proviſions as are allowed for the uſe of the Officers, Ship-keepers, Extra-men, and Servants of the Ships in ordinary, according to their actual numbers and attendance Appendix, N° 11.

in

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in the preceding month; and you are to take care that the ſame be regularly ſupplied.

14.

All applications for the Surgeon to attend perſons belonging to Ships in ordinary ſhall be made through your Office, by the ſuperintending Maſter in whoſe diviſion ſuch perſons may be; unleſs in caſes of emergency, when, to ſave time, the ſuperintending Maſter may at once apply to the Surgeon, and the Boat of ſuch ſuperintending Maſter ſhall attend the Surgeon on thoſe extraordinary occaſions.

15.

You are to cauſe the Iron Ballaſt of Ships laid up in ordinary, ready for Sea Service, to be ſtowed agreeably to the Plans eſtabliſhed by us; and you are to obſerve, that the Ships in general have a ſufficiency of Shingle Ballaſt on board for keeping them properly down in the water, and that they may be arranged at their moorings agreeably to their reſpective draughts of water, ſo that they may not take the ground. You are alſo, when Ships are put into Commiſſion, to ſee that the Iron Ballaſt be ſtowed according to the Plan inſerted in the Appendix; and you are immediately to inform us, if the Captain or commanding Officer of any Ship ſhould proceed to ſtow it in any other manner.

Appendix, N° 12.

16.

You are to attend to the good quality of the Shingle Ballaſt ſupplied to His Majeſty's Ships, and to certify the ſame accordingly, in order that it may be duly paid for; and you are alſo to cauſe the Orders which you may receive for the ſupply of Ballaſt and Ballaſt Craft to be complied with.

17.

You are to determine the ſize of, and lay down, the neceſſary Mooring of every deſcription, and the tranſporting Buoys, and to take care that they be conſtantly kept in a proper ſtate of repair, demanding, through the Clerk of the Survey's Office, from the Storekeeper, the requiſite Articles for thoſe purpoſes, and keeping in ſtore ſuch a number of ſpare Chains and Bridles as you may think neceſſary for caſes of emergency. All theſe Articles are to be charged to you, until upon Survey they ſhall be found to have become unfit for their proper uſe, when they are to be returned into the charge of the Storekeeper, by a Note from the Clerk of the Survey's office, in the ſame manner as practiſed for other decayed Stores. You are to give ſtrict orders to the ſuperintending Maſters and Warrant Officers of all Ships at the Moorings, that proper care may be taken of the Bridles and other Articles; and you are immediately to report to the Reſident Commiſſioner, if you diſcover any negligence in this reſpect. When any of His Majeſty's Ships in commiſſion ſhall be riding at the Moorings, you are, in blowing weather, to apprize the Captains or Commanding Officer on board of the neceſſity of ſtriking the Yards and Topmaſts, in caſe they ſhould omit to do it in proper time.

18.

When rounding, worming, &c. ſhall be neceſſary for the reparation of Moorings, you are to be careful that no more Articles be iſſued than may be abſolutely neceſſary for the occaſion; and they are then to be put on board the lighters in charge of the Boatſwains employed on that ſervice, which circumſtance is to be ſtrictly attended to by the Superintending Maſters or Boatſwains of the Hulk; and you are, moreover, to inſpect the performance of ſuch ſervice yourſelf, when your other duties will admit of your perſonal attention to it.

19. You

19.

Instructions for the Maſters Attendant at His Majeſty's Dock Yards.

You are not to ſuffer any Merchant Veſſel to lie at the King's Moorings, at the Tranſporting Buoys, or alongſide of the Ships in Ordinary, nor to anchor ſo near to them as to be liable to fall on board in ſwinging excepting in caſes of abſolute neceſſity, and then no longer than the exigency of the caſe may require; and you are to take care, that no ſtrange boats or perſons be ſuffered to come on board, or loiter about the Ships, or Wharfs, or Jetty-heads; and alſo that no Veſſel be allowed to come alongſide any Wharfs or Jetties of the Yard, for any purpoſe whatever, without your previous knowledge and permiſſion.

20.

You are to attend to the docking, grounding, and graving of all Ships, by day or night, and you are (or a ſuperintending Maſter, when you cannot attend, is) to take charge of them while tranſporting from and to their Moorings, whether for docking, or for any other purpoſe, cauſing the proper Officers and people of the Ordinary, with the Riggers, if neceſſary, to give their attendance on all ſuch occaſions; you are alſo to tranſmit an Account to this Board, at the end of every quarter, agreeably to the Form preſcribed, of the arrangement of His Majeſty's Ships at the ſeveral Moorings. Appendix, N° 13.

21.

On the application of the Admiral, ſenior Officers of the Port, or Captain of any of His Majeſty's Ships, you are, with the approbation of the Commiſſioner, to appoint an experienced Pilot to repair immediately on board, in order to take charge of the Ship, and to conduct her either to her Moorings, or out of the Harbour, as the caſe may require; and you are perſonally to give due attention to this important Service, and to take care that every aſſiſtance be given with Launches, Hawſers, or Anchors, that may be neceſſary on the occaſion.

22.

You are to give the moſt ſpeedy and effectual aſſiſtance in your power, both perſonally and otherwiſe, to all Ships in diſtreſs within the limits of your Port or its neighbourhood, whether belonging to His Majeſty or otherwiſe.

23.

You are to appoint Veſſels and Materials, with ſuch of the people under your direction as you may judge neceſſary, for the recovery of all Anchors and Cables which ſhall in any way have been parted from in the Port where you reſide, or the vicinity thereof, in order not only to prevent their being loſt to the Service, but alſo that the ſeveral Anchorages may be kept clear, it being your ſpecial duty to take care that no nuiſance of any kind, which may affect the ſafety of His Majeſty's Ships, may be ſuffered to remain either in the Harbour, or in the neighbouring Anchorages uſually reſorted to. You are to obſerve, that the Buoys and Beacons on the rocks, the ſhoals, wrecks, or other dangerous places in the vicinity of your Port, be kept in their proper ſituations, and that the ſeveral Landmarks be duly preſerved.

24.

You are to appoint Craft for the conveyance of Stores to and from His Majeſty's Ships, and to accelerate their Supplies to the utmoſt of your power.

25.

For the purpoſe of enabling you the more readily to execute the ſervices required of you by the ſeveral preceding Articles, you are to have the

Inſtructions for the Maſters Attendant at His Majeſty's Dock Yards.

charge and direction of all the ſailing and other Craft belonging to the Yard; and you are accordingly to take care that they be kept in conſtant readineſs for ſervice, and that no abuſe or improper expenditure of Stores be allowed on board any of them.

26.

You are, when required, to attend the launching and navigating of Ships which may be built for Government in private Yards.

27.

You are, with the Maſter Shipwright, and Clerk of the Survey, when you ſhall be directed, to ſurvey all Ships and Veſſels tendered to Government, either for purchaſe or hire, and to report reſpecting their fitneſs for Service, what Guns they are calculated to carry, and the value of their Hulls, Furniture, and ſuch of the Stores as it may be judged proper to receive with them. And when any Ship or Veſſel, thus propoſed to be purchaſed or hired, ſhall be in the River Thames, the Report of the Survey is immediately to be ſent to this Board, and a profeſſional Member thereof, if intended to ſerve as a Ship or Veſſel of War, will forthwith examine her, and certify on the Report of Survey his approval, or otherwiſe, for our determination thereon; but when any ſuch Ship or Veſſel ſhall be at a Port where there is a Reſident Commiſſioner, the Report of the Survey is to be made to him, and he is, in the manner before-mentioned, to examine the ſame, to certify his approval, or otherwiſe, on the Report of Survey, and to tranſmit it to us for our determination.

28.

Appendix, N° 14. You are to keep a Book, according to the preſcribed Form, in which you are to note the exact times of Entry and Diſcharge of all Sailmakers, Riggers, and Riggers Labourers, employed in your Department of the Yard, together with full deſcriptions of them individually.

29.

All perſons propoſed to be entered as Sailmakers in the Yard, or as Riggers or Riggers Labourers, are to be examined by you and the Maſter Sailmaker or the Maſter Rigger, in their reſpective Departments, with regard to the qualifications of ſuch perſons for thoſe ſeveral Services; and you are to take care that no infirm Out-penſioners of Greenwich Hoſpital, perſons above the age of thirty-five years, or other improper perſons, be entered as Riggers or their Labourers; giving always the preference to ſuch men as can produce teſtimonials of their having been brought up to the Sea, and eſpecially to ſuch as have ſerved in His Majeſty's Ships; but when Seamen cannot be procured, Landmen may be entered, if able and duly qualified. When you ſhall have conſidered any perſon as fit to be entered in either of the above-mentioned capacities, you Appendix, N° 5. are to make out a Note under your hand, containing the Name of every ſuch perſon, together with his place of nativity, age, and former occupation; you are then to ſend the perſon propoſed, with ſuch Note, to the Surgeon of the Yard, to be examined; and if he ſhould be found fit for the Service, a Certificate to that effect is to be ſubjoined to the Note, which is afterwards to be ſent, with the party, to the Commiſſioner for his approval; and when the Commiſſioner ſhall have marked his approval by his Name or Initials on each Note, it ſhall be delivered to the Clerk of the Check, as his authority for entering the perſon therein named.

30.

You are to ſuperintend and viſit the Sail-loft and Rigging-houſe, as frequently as your other duties will allow, in order to ſee that the men be

be kept to their duty; and you are to furniſh the Clerk of the Check with a correct weekly Return of the number of Sailmakers, Riggers, and Riggers Labourers, employed upon each particular Ship or Service, diſtinguiſhing both the number of Men, and the portion of time employed on each reſpectively, for the purpoſe of enabling him to make up the whole expence of Workmanſhip incurred on each ſeparate Service.

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Appendix, N° 15.

31.

You are every evening to ſettle with the Maſter Sailmaker reſpecting the work neceſſary to be performed in the Sail-loft on the following day; but it is to be underſtood that every arrangement ſo made is to give way to ſuch exigencies as may, in the courſe of that day, require the immediate employment of the Sailmakers, or any number of them.

32.

You are every evening to ſettle with the Maſter Rigger reſpecting the work to be done by the Riggers on the following day, ſo far as caſual Service may allow.

33.

You are, with the Storekeeper and Maſter Ropemaker, on or before Saturday in each week, to make an arrangement reſpecting the ſpecies, ſizes, and quantities of Cables and Cordage to be made in the enſuing week, proportionate to the means of the Rope-yard, and to the known or probable wants of the Service.

34.

You are, with the Clerk of the Check, the Storekeeper, or Clerk of the Rope-yard, as the Service may relate to them reſpectively, the Clerk of the Survey, and the reſpective Maſters of Trades, carefully to inſpect the quality and dimenſions of all Stores, Articles, and Materials of every kind, belong to your Department, which may be delivering into ſtore, as well as of all works performed by Contract relating to your Department; and you are to join with thoſe Officers in rejecting all Articles which may not in every reſpect be agreeable to Contract; or in fixing Abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles as the ſame ſhall appear on comparing them with the Patterns delivered, and the deſcriptions given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied: and if it ſhould appear to you and the other Officers that the Prices charged for any Articles are too high, you are to report the ſame to us. For this purpoſe it is highly neceſſary that you ſhould make yourſelf converſant with the ſigns and qualities of Hemp, and all other Articles in any way relating to your Department.

35.

When the Clerk of the Check ſhall have prepared and ſent to you a Certificate under his hand, of the Stores ſupplied, or Works performed by any Contractor or other perſon relating to your Department, you and the other Officers are to ſtate under your hands, upon the back of ſuch Certificate, its agreement, or otherwiſe, with the Contract or other Authority by which ſuch Stores or Works may have been received or performed. The laſt Officer who ſigns each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature alſo, as a proof of its having undergone his inſpection, and the Commiſſioner will then tranſmit the ſame to this Office.

Appendix, N° 48.

36. When

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36.

When it ſhall be required to iſſue any Article of Stores relating to your Department, you are to ſend to the Clerk of the Survey a Demand in writing under your hand, ſpecifying the Articles required, and the particular Services for which they may be intended. On the receipt of every ſuch Demand, the Clerk of the Survey is to prepare a Note for warranting the Storekeepers iſſue of the Stores therein mentioned; and after he ſhall have ſigned ſuch Note, he is to ſend it to your Office, where it is to be dated and entered under each proper head of Expence, with the value of the Articles demanded, in books which are to be kept for that purpoſe; and then it is to be ſigned by you previouſly to its being ſent to the Storekeeper, as his Authority to iſſue. You are to obſerve, that there muſt be a ſeparate Note for each particular Service, and for each particular Officer, and that each Note is to be fairly written on the printed Form preſcribed, and on not leſs than a quarter of a ſheet of paper. You are alſo to obſerve, that ſuch Notes are to expreſs the number and quantity of all Articles in words at length, and without any interlineation, eraſure, or other alteration made in them, which may effect either the Number or the Quantity; and that they are to be numbered by you in regular progreſſion, beginning each month with number One.

Appendix, N°16.

37.

If it ſhould happen in iſſuing Stores, that owing to a deficiency of any Articles or other cauſe, the full quantity demanded ſhall not have been delivered, the Storekeeper is at the end of each month, or oftener if required, to report to you, by a Note under his hand, the quantity of Articles which may be ſo delivered ſhort of the quantity warranted, in order that you may correct the charge in your books againſt the Service for which the Articles were intended.

38.

When the Clerk of the Rope-yard ſhall have made a demand in writing under his hand for Tallow, Oil, Woolers, or any other Article of Stores required for the uſe of the Rope-yard, you are to join the Clerk of the Survey in ſigning proper Notes, to warrant the Storekeeper's iſſue of ſuch Stores.

39.

When a Ship is bringing forward for Commiſſion, you are to apply to the Maſter Shipwright, in order to aſcertain the probable time when ſhe may be completed; and you are carefully to keep pace with him in providing and fitting the Rigging and Stores, agreeably to the Eſtabliſhment, joining the Clerk of the Survey in warranting the iſſue of the Stores neceſſary for that purpoſe. You are always to give the preference to the Ships which may be firſt brought forward, according to the information which the Maſter Shipwright, from time to time, may give you; and you are to apply to the Storekeeper in order that he may cauſe the Stores, intended for each Ship coming forward, to be immediately placed in the berth allotted to that Ship, ſo that no delay whatever may attend this part of the Service.

Appendix, N°s 18 & 20.

40.

When any Ship not included in the Eſtabliſhment ſhall be fitting, you are, in conjunction with the Clerk of the Survey, to propoſe to us all Boatſwain's Sea ſtores, Rigging, and Ground-tackle which ſhall appear to be neceſſary, adapting them to the ſervice for which the Ship may be intended.

41.

You are not to ſign a Warrant for the return from a Ship of any part of the Stores allotted to her by the Eſtabliſhment, although the Captain or Commander

mander may deem them ſuperfluous, unleſs you receive a ſpecial Order from us for that purpoſe.

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42.

When Ships are ordered to be rigged by Contract, you are to adopt every poſſible precaution to prevent the embezzlement of Stores ſupplied for the occaſion, and you are to ſee that the work be well performed, and that the conditions of the Contract be, in every reſpect, ſtrictly complied with.

43.

When your other duties may allow, you are to join a Surveying Maſter in the Survey, afloat, of all articles of Furniture and Stores in the Boatſwain's department, which may be complained of on board any of His Majeſty's Ships, in order that their ſtate may be duly aſcertained and reported upon, and that the neceſſary ſupplies may be obtained, in lieu of ſuch as may be found defective.

44.

On the arrival of any Ship in Port to refit, you are to join the Clerk of the Survey in warranting the iſſue of Stores demanded for her, provided that, upon inſpection of the demand wherein ſhall be certified the actual remains on board, and when laſt ſupplied, you ſhould approve thereof; but if the expenditure of Stores ſhould appear to have been very conſiderable ſince the laſt ſupply, you are not to warrant the iſſue of the ſupply required until the Reſident Commiſſioner ſhall have approved of the demand.

Appendix, N° 22.

Appendix, N° 78.

45.

When the Captain of a Ship, which has not been at Sea, ſhall apply for Stores to complete her eſtabliſhment, you are to examine the Boatſwain's Expence-book, and to report the reſult of ſuch examination to the Commiſſioner, in order that he may be enabled to give directions for completing what may be neceſſary.

46.

When a Ship is to be paid off, and the Captain or Commander ſhall have reported her to be clear, you are, with the Maſter Shipwright, or one of his Aſſiſtants, and the Clerk of the Survey, to go on board, and minutely to examine all the Store-rooms, Holds, Magazines, and every other part of the Ship, in order to aſcertain, that no Stores or Articles of any kind be concealed or otherwiſe left on board, excepting ſuch as ought properly to remain; obſerving, that no Rigging or Stores of any other kind, not immediately neceſſary for a Ship in ordinary, are to be left on board. If, on ſuch examination, any unneceſſary Article ſhould be found, you are to cauſe the ſame to be forthwith landed, and placed with the other Stores of the Ship: and, in caſe of any concealment being diſcovered, you are immediately, with the other Officers above-mentioned, to report the circumſtance to us, ſpecifying the quantity and quality of the Stores ſo found, and the manner in which they were concealed. When the Ship ſhall have been thus examined, and all the Stores have been landed, you are, with the Maſter Shipwright and Clerk of the Survey, to grant to the Captain or Commander a Certificate, that all the Furniture and Stores have been duly returned, and that the Ship is left in a clean and proper ſtate. Until the production of ſuch Certificate to the Reſident Commiſſioner, the Ship is not to be paid off.

Appendix, N° 23.

47.

All Boatſwain's Stores and Furniture, landed from a diſmantled Ship, are, with as little delay as poſſible, to be carefully ſurveyed by you and the Clerk of the Survey; and in your Survey, you are to inſert the full quantity

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of each particular kind, whether exceeding the charge of the Officer or not: always aſcertaining what the ſurplus Articles, if any, conſiſt of, by comparing the Officers Working-abſtract with the remains by the Survey. Every ſuch Survey is to be ſigned in the Survey-book by you and the Clerk of the Survey; and you will obſerve, that you are to ſpecify particularly therein the ſtate and condition of each Sail, parcel of Cordage, or other Article whatever, whether ſerviceable, unſerviceable, decayed, or one-eighth, one-fourth, one-third, one-half, two-thirds, or three-fourths worn, as the caſe may be; and alſo to expreſs for what ſervice they may reſpectively appear to be otherwiſe applicable. You are alſo to take care that all the Stores ſo remaining and ſurveyed, whether ſurplus or otherwiſe, ſhall, by Notes to be made out by the Clerk of the Survey, and to be ſigned by you and him, be returned into the Storekeeper's charge without delay.

Appendix, N° 19. & 21

48.

You are carefully to examine the Boatſwain's Expence-book, and, in doubtful caſes, to compare it with the Log-book, for which you are to make application through the Commiſſioner, making every poſſible inveſtigation of the cauſe of any extraordinary Expenditure which may appear. You are alſo particularly to enquire into all converſions or expences of Stores, and to aſcertain, to the utmoſt of your ability, whether every thing be fair and agreeable to the accounts rendered to you of all Cordage, Canvas, and other Articles, communicating with the Clerk of the Survey on the ſubject.

49.

When the Clerk of the Survey ſhall have ſtated the Boatſwain's Accounts, which is to be done by him as ſoon as poſſible after the Ship has been paid off, and ſhall have ſent the ſame to you with his ſignature, you are to ſign the Certificate at the end of thoſe Accounts, previouſly to their tranſmiſſion to this Office, or otherwiſe to accompany them with a ſtatement in writing, of your objections.

Appendix, N° 79.

50.

No Sails, Cables, Cordage, or other old or returned Stores, ſhall be delivered into ſtore until you and the Clerk of the Survey ſhall have carefully examined them, and charged the Storekeeper with them, by a Note under your hands; nor ſhall any Article, returned as ſerviceable to the Storekeeper, be converted to an inferior uſe until it ſhall have been re-ſurveyed. All convertible Articles of Cordage, &c. are to depoſited by themſelves apart from all other Stores; they are alſo to be tallied as to ſize and length, and arranged in ſuch a manner, as that any Article required may be brought forth with facility and diſpatch. In order to prevent any improper Article of Junk, Rope, &c. from being laid apart for ſale, under the name of Old and Unſerviceable Stores, you are (or a ſuperintending Maſter for you, when your other duties ſhall prevent your attendance) to take ſpecial care that no Article be aſſigned for ſale but ſuch as cannot be converted, or in any other way applied for the benefit of His Majeſty's Service; and that when Junk or Rope ſhall be ſet apart for ſale, it be cut in the proper lengths, agreeably to the orders given on that head.

51.

All Notes, charging the Storekeeper with returned Stores, are to be made out on the printed Form preſcribed, and on not leſs than a quarter of a ſheet of paper; and they are to expreſs the quantities in words at length, without interlineations or eraſures, and to be numbered in regular progreſſion from the beginning of each month, in the ſame manner in all reſpects as the Notes or Warrants for iſſues are directed to be made out.

Appendix, N° 17.

52. You

52.

Instructions for the Maſters Attendant at His Majeſty's Dock Yards.

You are, at the concluſion of each month, to ſend to the Storekeeper a memorandum under your hand, mentioning the number of Notes or Warrants for iſſues, and alſo the number of Notes or Warrants for returns, which ſhall have been delivered by you in that month. When any ſuch Notes, after having been acted upon by the Storekeeper, ſhall have been loſt or miſlaid, you are, upon his application, to furniſh him with copies of ſuch as may be miſſing, taking care that all copies be ſpecially noted as ſuch.

53.

When any Article of Stores belonging to your department ſhall be intended for converſion, you and the Clerk of the Survey are to take them off the Storekeeper's charge, by Converſion-notes, made out agreeably to the Form preſcribed, and to cauſe the ſeveral perſons to whom ſuch Stores ſhall be delivered to be charged therewith; and, in like manner, all Articles made or completed from any converted Stores, together with the remains or ſurplus of ſuch Stores, whether ſerviceable or otherwiſe, are to be charged to the Storekeeper, and taken off the charge of the perſons who had them for converſion, by regular Notes under your hand, and that of the Clerk of the Survey, ſpecifying the dimenſions of all Sails made, and the particulars of all other Articles, according to the Accounts which ſhall be rendered weekly to the Clerk of the Survey by the Maſter Sailmaker.

Appendix, N° 16.

Appendix, N° 17.

54.

When upon the Survey of returned Sails, it ſhall appear to you and the Maſter Sailmaker, that the ſame ought to be repaired, you and he are to determine upon the ſort of Canvas, Bolt-rope, &c. and to direct the quantities which may be required to repair each, together with the number of men to be employed thereon; but if it ſhould occur that more Canvas ſhould be found neceſſary to be ſhifted in repairing a Sail, than, upon Survey, it ſeemed to have required, the Maſter Sailmaker is to report the ſame to you, and you are then jointly, upon a ſecond examination, to determine on the additional quantities of Canvas, &c. that may be neceſſary; and further, when the work ſhall have been finiſhed, you are to examine the ſame, and to aſcertain the quantity of materials actually expended, as well as the workmanſhip performed. If any part of the Canvas of condemned Sail, ſhall be conſidered fit for the repairs of other Sails, it is to be made uſe of for that purpoſe in preference to new Canvas. And ſtanding Rigging from any condemned gang or ſet, is in like manner to be converted for ſuch future ſervice as it may be judged fit for, and the Spun-yarn which may be taken from it is to be applied to the uſes of the Rigging-houſe and Sail-loft.

55.

The Maſter Sailmaker and the Maſter Rigger are to attend at your Office on the firſt day of every month, for the purpoſe of ſettling the reſpective quantities of Stores neceſſary for the Cabin-keepers of the Sail-loft and Rigging-houſe, which are to be iſſued agreeably to the directions in the thirty-ſixth Article; and you are in like manner, with the Clerk of the Survey, to warrant the iſſue of ſuch Stores as may at any other time be required by thoſe Cabin-keepers, provided the applications ſhould appear to you to be proper.

56.

The Perſons authorized to draw Stores from the Cabin-keepers are, every evening, to ſign the Cabin-keeper's books, for the Articles drawn by them

Inſtructions for the Maſter's Attendance at His Majeſty's Dock Yards.

them in the courſe of the day reſpectively; and you are to take care that every ſuch perſon ſhall ſend to your Office daily, a memorandum under his hand of all the Stores demanded by him individually, in the courſe of that day. You are, by theſe memorandums, to examine the iſſues or expences from the Store-cabins, at leaſt once in every week; and if they ſhould be found correct, you are to certify your approval in the books of the ſeveral Cabin-keepers, as an authority for the Clerk of the Survey, in his Monthly Surveys, to give credit for the expence.

57.

All ſmall Stores, wanted for the ordinary ſervices of the Port, ſhall be kept in the Rigging-houſe, in charge of the Maſter Rigger: They are never to be iſſued but with your ſanction; and when the ſervice for which they may be iſſued ſhall have been completed, the Maſter Rigger is to ſee them carefully returned; and they are alſo to be frequently examined in order to detect or prevent embezzlement.

58.

You are, occaſionally, in conjunction with the Storekeeper, to inſpect the Storehouſes, in order to ſee that the Sails are aired when neceſſary, and that the Cables, Cordage, and other Stores in the Boatſwain's line, are kept in good condition; and to agree on ſuch arrangements reſpecting them, as may facilitate their iſſues upon the moſt ſudden demand.

59.

You (or a ſuperintending Maſter, when you ſhall be otherwiſe employed in the Service) ſhall duly attend to the loading of all Stores for Foreign Service or otherwiſe, and to their proper ſtowage for their ſafety and preſervation; and when Ships are diſcharging Stores, you are to take care that they are, without delay, properly diſpoſed of, ſo that they may not be damaged by lying about on the Wharfs, or in any unfit ſituations.

60.

You are to furniſh the Storekeeper, from time to time, with an Eſtimate of the probable expenditure of Stores for the enſuing quarter in your Department, for the purpoſe of enabling him to make up his quarterly Return. You are alſo to acquaint him occaſionally, when it may be proper to demand ſupplies of Stores, or to diſpenſe with any, and what part, of the Stores in his cuſtody, for the uſe of other Yards; and to give him ſuch other information relative to his charge as may enable him, with the greater diſpatch and correctneſs, to make up the ſeveral periodical Returns required of him, or may promote the good of the Service.

61.

You are, conjointly with the Clerk of the Survey, in every matter relative to your Department, to prepare all the required Eſtimates which are to be tranſmitted to this Board.

62.

You are, with the Maſter Sailmaker, to examine every perſon who may be recommended to ſerve as a Sailmaker on board His Majeſty's Ships, and to grant to ſuch perſon a Certificate of his ability to ſerve in that capacity, if, to the beſt of your judgment, you find him properly qualified.

Appendix, N° 24.

63.

You are to take men from the Ordinary for your own Boats Crew, as well as for thoſe of the other Officers, but you are not to employ Riggers

or

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or their Labourers on that ſervice, excepting when ordinary men cannot be obtained. The Commiſſioner, you, and the Clerk of the Check, may however have Riggers for Coxſwains; and when the Boats Crews of the Officers of the Yard are not actually employed afloat, you are to take care that ſuch other work be allotted to them as the duties of the Yard may require.

64.

You are not to allow any Workman employed in your Department afloat, to uſe his own or any other private Boat in going to or returning from work. All Workmen belonging to your Department in the Yard, who ſhall be ſo employed, are, by your direction, to return to the Yard for the purpoſe of being muſtered; and, on failure of their complying with your orders in this reſpect, they are to be checked or diſcharged, unleſs their abſence ſhall be ſatisfactorily accounted for.

65.

On extraordinary occaſions, when the ſafety of any of His Majeſty's Ships may require powerful aſſiſtance, you are to repreſent the ſame to the Commiſſioner, and, with his approbation, to take under your direction all or ſuch part of the Labourers of the Yard as may be judged neceſſary.

66.

On the ringing of the bell for the men to go out of the Yard upon leaving off work, you are to attend at the gate, in order to prevent any article, however trifling, the property of Government, from being carried away: and you are to take care that the Maſter Sailmaker and the Maſter Rigger do conſtantly give their attendance for the ſame purpoſe; and ſhould you ſuſpect any perſon to have any Article concealed about him, you will cauſe him to be ſearched, and in caſe of delinquency, forthwith make report thereof to the Commiſſioner.

67.

When any perſons employed in your Department ſhall have been diſcharged for malpractices, you are to join the Clerk of the Check in immediately tranſmitting the names and deſcriptions of ſuch perſons to the Officers of His Majeſty's other Dock Yards, and alſo to enter in a Book the names and deſcriptions of all ſuch perſons, as well as of thoſe who may be ſo reported to you from other Yards, taking particular care that no perſon under thoſe circumſtances be employed under you, or to your knowledge, in the Yard. Appendix, N° 25.

68.

No Artificer or Workman, of any deſcription, is to be employed by you, or by any other Officer or perſon belonging to the Yard, on any private buſineſs or concern whatever.

69.

You are to keep in your Office a correct Journal of all the principal tranſactions in the ſeveral branches of your Department.

70.

You are to pay a moſt particular attention to the regular tranſmiſſion of all the periodical Returns to this Board, and a Liſt of them is conſtantly to be hung up in your Office. Appendix, N° 98.

71.

You are to ſign all Accounts and Reports relative to your Department, and alſo all thoſe in which it may be your duty to join, previouſly to their

Inſtructions for the Maſters Attendant at His Majeſty's Dock Yards.

tranſmiſſion to us; and if you ſhould decline to ſign any ſuch Accounts or Reports from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

72.

When there are two or more Maſters Attendant, the ſenior one only is to ſign the weekly Account of the progreſs of the Yard; but the duties of their Office are not to be divided amongſt the Maſters Attendant; as the whole of them are at all times to be conſidered on duty, under the direction and controul of the ſenior, who is to be reponſible for the general buſineſs of the Department.

73.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them; and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

74.

You are not to have any extra-allowance for ſubſiſtence or travelling while employed within the limits of the Port, but, when on duty beyond thoſe limits, you will be allowed after the rate of ten Shillings per diem if employed afloat, and after the rate of fifteen Shillings per diem if travelling on ſhore, in addition to your actual Carriage-hire.

75.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any Perquiſite, Fee, Gratuity or Reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a Principal or an Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or this Office, nor from any Owner, Maſter, or other perſon in any reſpect connected with any Merchants Ships or other Veſſels, which, in caſes of neceſſity, ſhall have been allowed to come to the Moorings or tranſporting Buoys under your charge; nor are you, or any perſon in your behalf, to receive any Fee, Gratuity, or Reward whatever, for the nomination or appointment of any Clerk or perſon to be employed in any capacity in your Department. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed form, and to give Bond, in three times the amount of your ſalary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

Appendix, N° 2.
Appendix, N° 3.

76.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and the ſubſequent appointment of this Board. Their attention is to be conſtant and unremitting to their ſeveral duties; and in caſe any of them ſhould require leave of abſence, and the Service may admit of it, you are to certify the ſame to the Commiſſioner, for his approval.

77. Although

77.

Instructions for the Maſters Attendant at His Majeſty's Dock Yards.

Although you are authorized, in ſome caſes, to depute your inſtruments to act for you, yet you are to obſerve that you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your Office; and it is therefore expected that on all occaſions you are, if poſſible, perſonally to attend the Services carrying on; giving, in caſe of more than one Service being in execution at the ſame time, the preferrence to that which you may conſider of the moſt importance. And if you ſhould at any time meet with difficulty or obſtruction in carrying on any part of the duty intruſted to your care, or ſhould diſcover miſconduct or irregularity in any Clerk, ſubordinate Officer, or other perſon employed in your department, you are immediately to report the circumſtance to the Reſident Commiſſioner.

78.

You are not on any account, or under any pretence whatever, to deviate from theſe Inſtructions without our authority, or that of the Reſident Commiſſioner, by warrant under his hand; and you are to obſerve, that all orders for this purpoſe which you may receive from the Commiſſioner are to be conſidered as temporary only, and to be reported by you, by the firſt poſt afterwards, to this Board.

Given under our hands at the Navy Office, this

INSTRUCTIONS FOR THE MASTER SHIPWRIGHT AT HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

YOU are to make the houſe allotted to you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch Directions as may be given by us, or by the Reſident Commiſſioner, relating to the ſeveral duties of your Office, and you are not to remain out of the Yard during the night, without leave from us, or from the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your Department, will be ſent open under cover, to the Reſident Commiſſioner; and therefore every morning, as ſoon as may be after he ſhall have received his Diſpatches, you are, upon being ſummoned, to attend with the other principal Officers of the Yard, at the Commiſſioners Office, where you are to hear the public Orders, Warrants, and Letters read, to the end that ſuch explanation and diſcuſſion may immediately take place, as the ſeveral caſes may require. And all reports from you, and the other Officers of the Yard, are in like manner to be tranſmitted, unſealed, through the Reſident Commiſſioner's Office, to this Board.

3.

You are to take Copies of all Orders that may relate to your Department, and to enter them in Books, which are to be kept in your Office for that purpoſe, and to be preſerved for the information of your Succeſſors, obſerving

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

obſerving that Standing Orders are to be entered in a Book by themſelves, and thoſe of an occaſional nature in another; and you are to mark the Originals with your initials, and to note thereon the time when they were received at your Office, and when ſent from thence.

4.

You are to communicate all the Orders which you may receive, except ſuch as may be of a ſecret nature, to your Aſſiſtants, and to conſul with them, when you may judge it neceſſary, reſpecting the manner in which ſuch Orders are to be executed or anſwered, as the caſe may require; and if on any ſuch occaſion, differences of opinion ſhould occur, each Officer is to ſtate in detail, and in writing, his reaſons for the opinion he may have adopted on the ſubject.

5.

You are to be conſtant in your perſonal attendance at the launching, docking, undocking, grounding, and graving of all Ships, and diligently to apply yourſelf to the execution and diſpatch of all Works carrying on in your Department, whether in building or repairing Ships; taking care to divide the immediate ſuperintendence of all ſuch Works between your Aſſiſtants, Foremen, and other ſubordinate Officers, in ſuch manner, according to their ſeveral abilities, as you may judge that the moſt advantage may probably be derived from their reſpective ſervices. You are alſo to take care that all the Shipwrights and other Workmen belonging to your Department be advantageouſly diſpoſed of, aſhore and afloat, ſo that each particular Work may be completed as expeditiouſly, and with as little expence as poſſible, conſiſtently with the circumſtances of the caſe, and the Orders which you may have received.

6.

Appendix, N° 14. You are to keep a Book according to the annexed Form, in which you are to note the exact times of Entry and Diſcharge of all Artificers and Workmen of every kind employed in your Department of the Yard, together with full deſcriptions of them individually.

7.

You are to examine all Artificers and Workmen of every kind who may be propoſed to be entered in your Department of the Yard; and if conſidered by you as duly qualified and fit to be employed, you are to make out a Note under your hand, containing the Name of every ſuch Artificer or other Workman, together with his place of nativity, age, and former occupation. You are then to ſend each perſon propoſed, with ſuch Note, to the Surgeon of the Yard for his examination; and if he ſhould be found to be fit for the Service, a Certificate by the Surgeon to that effect is to be ſubjoined to the Note, which is afterwards to be ſent with the party to the Commiſſioner for his approval; and when the Commiſſioner ſhall have marked his approval by his Name or Initials on each Note, it ſhall be delivered to the Clerk of the Check, as his Authority for entering the perſon therein certified. You are to take particular care, however, that no Foreigner be preſented by you, or any perſon above the age of thirty-five years.

8.

Appendix, N° 15. You are to furniſh the Clerk of the Check with a correct weekly Return of the number of Artificers, and other Workmen of every deſcription, diſtinguiſhing the Apprentices from the Men employed upon each particular Ship or Service; ſtating both the number of Men, and the portion of time employed on each reſpectively, for the purpoſe of enabling him

him to make up the whole expence of workmanſhip incurred on each ſeparate Service.

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

9.

You are, when requiſite, to report to the Commiſſioner ſuch of the men in your Department as you may judge fit objects to be diſcharged from the Service on account of their inefficiency, or for any other cauſe; and, in caſes of continual negligence, or the particular incapacity of any individuals to keep pace with the other Workmen of their reſpective gangs, you are, with the approbation of the Commiſſioner, to place them on ſuch a reduced rate of earnings as in your judgment they may be reſpectively entitled to.

10.

You are from time to time to give your Aſſiſtants, or the Foreman of new work, ſuch directions as you may judge proper reſpecting Ships building. You are in like manner to give Inſtructions to the Aſſiſtants, Foreman of the yard, and Foreman afloat, reſpecting the Ships under repair in the Docks, at the Jetty, or afloat; and theſe ſeveral Foremen are to deliver to you, weekly, an Account of the progreſs of the ſeveral Works reſpectively entruſted to their care.

11.

You are, every evening, to ſettle with the Maſters of the Smiths, Joiners, Houſe Carpenters, Boatbuilders, Maſtmakers, Painters, and Bricklayers, reſpecting the works neceſſary to be carried on by them on the following day; but it is to be underſtood, that every arrangement ſo made is to give way to ſuch exigencies as may in the courſe of that day, require the immediate employment of any of the Workmen ſo previouſly allotted, belonging to thoſe ſeveral branches.

12.

You are to have the ſole direction of the Boatſwain of the Yard; and he, and the Foreman of the Labourers, are to take their orders from you and your Aſſiſtants every evening, for the diſtribution of the Labourers on the following day; but you are to obſerve, that on extraordinary occaſions, the Maſter Attendant and Storekeeper, with the approbation of the Commiſſioner, are to take under their direction reſpectively all or ſuch part of the Labourers of the Yard as may be judged neceſſary for the Service.

13.

You are to furniſh the Storekeeper, from time to time, with a Liſt of ſuch Quartermen or Workmen of good character as may be incapable, from infirmity, of earning by manual labour the wages allowed to perſons in their reſpective claſſes, in order that he may ſelect for our approval ſuch as he may judge expedient for the ſervice of his Department; and you are alſo to furniſh the Storekeeper with every information in your power, reſpecting the character of ſuch of the Labourers of the Yard as he may ſelect, and recommend to us, for the purpoſe of being employed in the Storehouſes.

14.

You are to employ an infirm Shipwright, properly qualified for ſuch a truſt, to attend conſtantly at the Smithery, for the purpoſe of keeping an account of all Iron-work that may be made and delivered from thence, together with the Service for which each Article may be intended; and the account ſo kept is, at the end of each week, to be delivered into your Office, where the ſeveral Works therein ſtated are to be entered, valued, and poſted.

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

15.

You are, with the Clerk of the Check, the Storekeeper, the Clerk of the Survey, and the reſpective Maſters of Trades, carefully to inſpect the quality and dimenſions of all Stores, Articles, and Materials of every kind belonging to your Department, which may be delivering into ſtore, as well as of all Works performed by Contract relating to your Department; and you are to join with thoſe Officers in rejecting all Articles which may not in every reſpect be agreeable to Contract, or in fixing Abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles, as the ſame ſhall appear on comparing them with the Patterns delivered, or the deſcriptions given of them in the ſeveral Warrants and the Contracts under which they may have been ſupplied; and if it ſhould appear to you and the other Officers, that the Prices charged for any Articles are too high, you are to report the ſame to us.

16.

Appendix, N° 48. When the Clerk of the Check ſhall have prepared and ſent to you a Certificate under his hand, of the Stores ſupplied, or Works performed, by any Contractor or other perſon relating to your Department, you and the other Officers are to ſtate under your hands, upon the back of ſuch Certificate, its agreement or otherwiſe, with the Contract or other authority by which ſuch Stores or Works may have been received or performed. The laſt Officer who ſigns each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature alſo, as a proof of its having undergone his inſpection; and the Commiſſioner will then tranſmit the ſame to this Office.

17.

One of your Aſſiſtants is to be charged with the entire management and converſion of every ſpecies of Timber or Wood received into the Dock Yard, and to be called Timber Maſter while ſo employed; and you are from time to time, as you may ſee cauſe, to recommend to the Reſident Commiſſioner, for the approbation of this Board, the particular Aſſiſtant whom you may judge beſt qualified for this important branch of duty, always obſerving that the Timber Maſter is to be changed whenever it ſhall appear to you that any other of your Aſſiſtants is more capable of executing this ſervice with effect, than the Aſſiſtant then actually entruſted with it, or that the ſervices of this latter Officer may be more advantageouſly employed in any other way: and when an Aſſiſtant ſhall have been approved of as Timber Maſter, you are immediately to notify the ſame to the Clerk of the Check and the Storekeeper, in order that the former may duly ſet down the wages of the perſons employed in the management and converſion of Timber, according to the Statements which he may receive from ſuch Timber Maſter, and that the Storekeeper may deliver the Stores required for this branch of the Public Service according to the demand and ſelection of the Timber Maſter, and receive from him the Articles which he may recommit to his charge.

18.

All Orders which it may be neceſſary from time to time for you to give reſpecting Timber, are to paſs through the Office of the Timber Maſter; and you are always to report to the Commiſſioner, as ſoon as poſſible, every repreſentation which that Officer may make to you relative to any part of the duty entruſted to him, accompanied by ſuch obſervations as you may judge neceſſary with reſpect to your own opinion on the ſubject.

19. You

19.

Instructions for the Master Shipwright at His Majesty's Dock Yards.

You are, with the approbation of the Commissioner, to put under the orders of the Timber Master such Labourers, Sawyers, Artificers, Quartermen, and even Foremen, as he may request, for carrying on the duty entrusted to him, unless you should see sufficient cause for withholding a part of the assistance required by him, either on account of the number, or of the particular Individuals for whom he may apply; and whenever the Timber Master, for the purpose of recording the urgency of the demand for more assistance, shall think it necessary to make his request in writing, you are, by a written answer, to state your Reasons for refusing the assistance required, specifying the Services in which you may deem it expedient to employ such particular Individuals as may be applied for in preference.

20.

You are to allot for the stowage of Timber as much space in the Yard as can be spared from other uses.

21.

The several Assistants, Master-workmen, Foremen, Quartermen or others, charged with the immediate direction of particular Works or branches of Business of any kind for which any Timber may be wanted, are to be instructed by you, that they are not to absent themselves from their work in search of Materials; but that the selection of every article of Timber for every purpose whatever is to remain with the Timber Master, and the persons employed under him; and that during the progress of the Works committed to their charge respectively, they are to give an account to the Timber Master of the exact dimensions of every piece of Timber as soon as the demand for it can be foreseen, furnishing him with such moulds and bevellings as may be necessary to describe the several shapes of the conversions required, in order that he may have sufficient time to select the Timber most suitable to the purposes intended. And the Officer charged with each work on which Timber has been employed, is daily to sign a Receipt prepared by the Storekeeper, for every article of Timber issued from the Store in the course of that day, for the work specified therein. Appendix, N° 59.

22.

You are also to instruct the subordinate Officers having the direction of the several branches of workmanship, such as Mast-making, Boat-building, House-carpentry, Joinery, Top-making, Capstan-making, &c.; to furnish the Timber Master with an Account of the various conversions for which they may have frequent demands, specifying the probable number of each Article which they may be likely to have occasion for in the course of each ensuing Quarter; and, instead of demanding Timber, Plank, &c. in the rough state, those several Officers are, in all cases in which it may be possible, to describe the Articles wanted in their converted state, in order that the Timber Master may supply the same, as much as possible, out of the store of petty conversions.

23.

If after the Timber Master shall have provided a piece of Timber for any purpose, the Officer charged with the direction of the work for which it may be intended to be applied, should consider it with respect either to dimensions or any defects, unfit for the purpose intended, he is to refuse it, and to notify his objections to the Timber Master in writing; and if notwithstanding the objections stated, the Timber Master should object to supply

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

ſupply another piece in its ſtead, the Officer charged with the execution of the work is to refer to you for deciſion, or in your abſence, to your aſſiſtant. To prevent however, any material delay in caſe of your abſence, or being otherwiſe engaged, if ſuch Officer ſhould ſee ſufficient reaſon to perſiſt in demanding that another piece ſhould be provided, the Timber Maſter, upon a repetition of the demand, is immediately to comply therewith, as the Officer making ſuch demand will in that caſe be conſidered particularly reſponſible for its propriety.

24.

For the purpoſe of inducing the ſeveral Officers charged with the direction of the different Works, to co-operate with the Timber Maſter in the introduction of proper economy in the appropriation of Timber and other Materials under their management reſpectively, you are to cauſe it to be underſtood, that although the credit of the good management of Timber will generally attach to the Timber Maſter yet whenever any Officer charged with the application of Timber, ſhall ſuggeſt a real improvement in the economical converſion of the ſame, and will ſubmit it to his Superiors for their approbation, he ſhall not fail to receive due notice and encouragement.

25.

You are to examine the Accounts of the Timber Maſter as often as you may think neceſſary, in order that you may be enabled to certify, at any time when called upon, that thoſe Accounts have been kept with accuracy; and that the management of the Buſineſs under the Timber Maſter has been economical and judicious, and particularly with regard to the Receipt and Converſion of Timber. And you are to obſerve, that although the deciding at the time of the Receipt, whether any Article be or be not of the proper quality deſcribed in the Contract or Warrant, is left to the Timber Maſter, yet after the Timber ſhall have been received and reported, you are nevertheleſs to take every opportunity which your other duties will allow, previouſly to its being piled up and covered from inſpection, to examine whether it be ſound, of a proper quality, and agreeable to Contract; or if there be any defects of a nature not to cauſe a total rejection of the ſame, whether the abatement made by the Timber Maſter in conſequence thereof has been adequate, or not, to the imperfection diſcovered; always bearing in mind, that in caſe the Timber Maſter ſhould be found either in the Receipt of Timber, or in any other reſpect, to have abuſed the confidence placed in him, you will be conſidered as highly culpable for not having taken ſuch meaſures as may have been in your power to bring to light the miſconduct of the perſon whom you had ſelected for ſo important a duty.

26.

On your being ordered to ſend out a Purveyor to mark Timber intended for the uſe of the Yard, you are to ſelect a fit perſon for that purpoſe; and you and the Timber Maſter, after duly conſidering the ſtate of the Store with the works ordered to be carried on, are to propoſe to us what meetings or qualifications, if ſided, it will be proper for the Purveyor to include in his Report, in order that if approved, you may be directed to inſtruct him accordingly.

27.

When it ſhall be required to iſſue any article of Stores relating to your department, you are to ſend to the Clerk of the Survey a demand in writing under your hand, ſpecifying the Articles required, and the particular

cular ſervices for which they may be intended. On the receipt of every ſuch demand the Clerk of the Survey is to prepare a Note for warranting the Storekeepers iſſue of the Stores therein mentioned; and after he ſhall have ſigned ſuch Note he is to ſend it to your Office, where it is to be dated, and entered under each proper head of Expence, with the value of the Articles demanded, in Books which are to be kept for that purpoſe, and then it is to be ſigned by you previouſly to its being ſent to the Storekeeper, as his authority to iſſue. You are to obſerve that there muſt be a ſeparate Note for each particular Service and each particular Officer; and that each Note is to be fairly written on the printed Form preſcribed, and on not leſs than a quarter of a ſheet of paper. You are alſo to obſerve that all ſuch Notes are to expreſs the number and quantity of all Articles in words at length, without any interlineation, eraſure, or other alteration made in them, which may affect either the number or the quantity, and that they are to be numbered by you in regular progreſſion, beginning each Month with number one.

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

Appendix, N° 16.

28.

If it ſhould happen in iſſuing Stores, that, owing to a deficiency of any Articles, or other cauſe, the full quantity demanded ſhall not have been delivered, the Storekeeper is at the end of each month, or oftener if required, to report to you by a Note under his hand, the quantity of Articles which may be ſo delivered ſhort of the quantity warranted, in order that you may correct the charge in your Books againſt the Service for which the Articles were intended.

29.

The Foremen of the Yard, and the different Maſter Workmen, are to attend at your Office on the firſt day of every Month, for the purpoſe of ſettling the reſpective quantities of Stores neceſſary for the Cabin-keepers, which are to be iſſued agreeably to the directions in the twenty-ſeventh Article; and you are in like manner, with the Clerk of the Survey, to warrant the iſſue of ſuch Stores as may at any other time be required by Cabin-keepers, according to ſuch Notes as they ſhall preſent to you, approved by the Maſters or Foremen under whom the works for which ſuch Stores may be wanted ſhall be carrying on, provided the applications ſhould appear to you to be proper.

30.

The Quartermen, or other perſons authorized to draw Stores from the Cabin-keepers, are every evening to ſign the Cabin-keeper's books, for the articles drawn by them in the courſe of the day reſpectively; and you are to take care that every ſuch perſon ſhall ſend to your Office, daily, a memorandum under his hand, of all the Stores demanded by him, individually, in the courſe of that day. You are, by theſe memorandums, to examine the iſſues or expences from the Store-cabins, at leaſt once in every week; and if they ſhould be found correct, you are to certify your approval in the books of the ſeveral Cabin-keepers, as an authority for the Clerk of the Survey, in his Monthly Surveys, to give credit for the Expence.

31.

Before you give a warrant for Timber, Plank, or other Stores, for repairing a Ship afloat, you, one of your Aſſiſtants, or the Foreman afloat, are to inſpect what may be neceſſary to be done, and to eſtimate the quantity of Stores which may appear ſufficient for the purpoſe.

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

32.

When the Plank is to be ſtripped off from a Ship, you are to take care that all Copper Bolts, Nails, Sheathing, and all articles of Copper, Iron, Lead, and other Stores whatſoever, together with all Timbers, Knees, and Planks, may be properly preſerved and delivered to the Storekeeper for future uſe; but no old or returned Articles ſhall be delivered into ſtore until you and the Clerk of the Survey ſhall have carefully examined them, and have charged the Storekeeper with them by a Note under your hands; nor ſhall any Article, returned as ſerviceable to the Storekeeper, be converted to an inferior uſe, until it ſhall have been duly reſurveyed.

33.

When any articles of Stores in your Department, whether new or old, excepting Timber, ſhall be intended for converſion, you and the Clerk of the Survey are to take them off the Storekeepers charge by Converſion-notes, made out agreeably to the Form preſcribed; and you are to cauſe the ſeveral perſons to whom ſuch Stores ſhall be delivered, to be charged therewith. And, in like manner, all Articles made or completed from any converted Stores, together with the remains or ſurplus of ſuch Stores, whether ſerviceable or otherwiſe, are to be charged to the Storekeeper, and to be taken off the charge of the perſons who had them for converſion, by regular Notes under your hand, and that of the Clerk of the Survey, ſpecifying the particulars of all the Articles, according to the accounts which ſhall be rendered to the Clerk of the Survey weekly by the reſpective Maſter Workmen.

Appendix, N° 16.

Appendix, N° 17.

34.

All ſurplus articles of Stores remaining after the completion of any work in your Department, are to be returned immediately to the Storekeeper by the Cabin-keepers, with a Note under the hands of yourſelf and the Clerk of the Survey, in order that the Storekeeper may be again charged therewith.

Appendix, N° 17.

35.

All Notes, charging the Storekeeper with returned Stores, are to be made out on the printed Form preſcribed, and on not leſs than a quarter of a ſheet of paper; and they are to expreſs the quantities in words at length, without interlineations or eraſures, and to be numbered in regular progreſſion from the beginning of each month, in the ſame manner, in all reſpects, as the Notes or Warrants for iſſues are directed to be made out.

Appendix, N° 17.

36.

You are, at the concluſion of each month, to ſend to the Storekeeper a Memorandum under your hand, mentioning the number of Notes or Warrants for Iſſues, and alſo the number of Notes or Warrants for Returns, which ſhall have been delivered by you in that month. When any ſuch Notes, after having been acted upon by the Storekeeper, ſhall have been loſt or miſlaid, you are, upon application, to furniſh him with copies of ſuch as may be miſſing, taking care that all copies be ſpecially noted as ſuch.

37.

You are to furniſh the Storekeeper, from time to time, with an Eſtimate of the probable expenditure of Stores for the enſuing Quarter in your Department, for the purpoſe of enabling him to make up his Quarterly Return. You are alſo to acquaint him occaſionally, when it may be proper to demand ſupplies of Stores, or to diſpenſe with any, and what part of the Stores in his cuſtody, for the uſe of other Yards; and to give him ſuch other information relative to his charge as may enable him, with the greater diſpatch and correctneſs, to make up the ſeveral periodical Returns required of him, or may promote the good of the Service.

38. You

Instructions for the Maſter Shipwright at His Majeſty's Dock Yards.

38.

You are, conjointly with the Clerk of the Survey, in every matter relative to your Department, to prepare all required Eſtimates which are to be tranſmitted to this Board.

39.

You are, with your Aſſiſtants, as ſoon as poſſible after a Ship ſhall be laid up in ordinary, to ſurvey her Hull, Maſts, and Yards, and to certify under your hand the particular defects of the Ship, together with an Eſtimate of the time and expence that ſhall appear to be neceſſary to render ſuch Ship ſerviceable for two, three, four, five, or ſeven years, more or leſs. Appendix, N° 26.

40.

You are to keep the expences of repairing and refitting Ships as moderate, and as much within the Parliamentary Eſtimates, as poſſible; and you are to conſider yourſelf as anſwerable for every inaccuracy which may appear in forming the Eſtimates, or rates of labour, which fall under your direction, obſerving, that if the inaccuracy ſhall have ariſen from negligence, you will be deemed reſponſible for the failure of your duty in this reſpect, and the circumſtance will, conſequently, be repreſented to the Lords Commiſſioners of the Admiralty.

41.

In order to prevent unneceſſary alterations at the deſire of Commanders of Ships, you are to take care that you, or one of your Aſſiſtants, ſhall accompany the Captain or Commander of each Ship on his firſt viſitation of her, for the purpoſe of conſulting and determining with him on all ſuch alterations or additions as he ſhall require, and may be within the uſual Eſtabliſhment of the Navy; from which, however, you are not to deviate on any account whatever, without our ſpecial warrant for ſo doing. You are to tranſmit to us a Report of all ſuch particulars as ſhall have been required to be done, ſigned by the Captain or Commander; and you are to ſtate your opinion of the propriety of each article propoſed, in order that every thing may be conſidered, and ſettled immediately, as no ſubſequent alterations ſhall be made, excepting in caſes of the moſt preſſing neceſſity; and if you ſhould diſcover that any unauthorized alteration has been made in any Ship or Veſſel previouſly to her ſailing, or which may come to your Port to refit, or be paid off, you are without loſs of time to tranſmit to us the particulars thereof.

42.

When a Ship is bringing forward for commiſſion, you are to inform the Maſter Attendant and Clerk of the Survey, of the probable time when ſhe may be completed, in order that there may be no delay in providing and fitting the Rigging and Stores, and you are to join the Clerk of the Survey in warranting the iſſue of the Carpenter's Stores, agreeably to the Eſtabliſhment. You are alſo to report to us, and to the Clerk of the Check, a fortnight before ſhe ſhall be ready to receive Men, in order that the Officers abſent on leave may be directed to join her. Appendix, N° 18.

43.

When any Ship not included in the Eſtabliſhment ſhall be fitting, you are in conjunction with the Clerk of the Survey, to propoſe to us all Carpenters Sea Stores which ſhall appear to be neceſſary, adapting them to the Service for which the Ship may be intended.

44.

When a Ship is building, under repair, or refitting, you are to ſee that the Carpenter regularly and particularly attends to the execution of the work carrying

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carrying on, and to the fitneſs of the materials to be uſed therein; and you are to certify on the back of the Weekly Progreſs how he has executed this duty, obſerving, that no leave of abſence can be allowed to any ſuch Carpenter without the ſpecial authority of the Commiſſioner.

Appendix, N° 27.

45.

You are not to ſign a Warrant for the return from a Ship of any part of the Stores allotted to her by the Eſtabliſhment, although the Captain or Commander may deem them ſuperfluous, unleſs you receive a ſpecial Order from us for that purpoſe.

46.

You are to cauſe one of your Aſſiſtants, or the Foreman afloat, to join the Clerk of the Survey, in ſurveying the lights of every Ship after ſhe may have been fitted, and examining if all the glaſs iſſued for her has been uſed, and properly applied; and alſo in taking an account of all fixtures, in order that the Carpenter may be duly charged therewith.

47.

Ships fitting for Service are to be ſupplied, from time to time, by the authority of the Commiſſioner, with Fathom-wood from the Yard; and the Purſers are to pay the Clerk of the Check for the ſame, as well as for what ſhall have been ſupplied to the Superintending Maſters, for the ſtowage of the Ship's holds, according to what you and the Timber Maſter ſhall certify to be a fair and reaſonable price.

48.

You, or one of your Aſſiſtants, are to join the Foreman afloat in a ſurvey of all the Articles in the Carpenter's Department which may be complained of on board of any of His Majeſty's Ships, in order that their ſtate may be aſcertained and reported upon, and that the neceſſary ſupplies may be obtained in lieu of ſuch as may be found defective.

49.

On the arrival of any Ship in Port to refit, you are to examine, or cauſe examination to be made into all her defects, and to join the Clerk of the Survey in warranting the iſſue of the Stores demanded for her, provided that, upon inſpection of the demand, wherein ſhall be certified the actual remains on board, and when laſt ſupplied, you ſhould approve thereof; but if the expenditure of Stores ſhould appear to have been very conſiderable, you are not to warrant the iſſue of the ſupply required until the Reſident Commiſſioner ſhall have approved of the demand.

Appendix, N° 22.
Appendix, N° 78.

50.

When the Captain of any Ship which has not been at Sea, ſhall have applied for Stores to complete her eſtabliſhment, you are to examine the Carpenter's Expence-book, and to report the reſult of ſuch examination to the Commiſſioner, in order that he may be enabled to give directions for ſupplying what may be neceſſary.

51.

When a Ship is ordered to be diſmantled, you are to apply to the Captain for her ſailing qualities, agreeably to the printed Form; and you are to preſerve his Report for the future information of yourſelf and your ſucceſſors.

Appendix, N° 28.

52.

When a Ship is to be paid off, and the Captain or Commander ſhall have reported her to be clear, you, or one of your Aſſiſtants, with the Maſter Attendant and the Clerk of the Survey, are to go on board, and minutely to examine all the Store-rooms, Holds, Magazines, and every other part of the Ship, in order to aſcertain that no Stores or Articles of any kind be concealed, or otherwiſe left on board, excepting ſuch as ought properly to remain,

main, obſerving that no Stores of any kind, not immediately neceſſary for a Ship in ordinary, are to be left on board. If, on ſuch examination, any unneceſſary Articles ſhould be found, you are to cauſe the ſame to be forthwith landed, and placed with the other Stores of the Ship; and in caſe of any concealment being diſcovered, you are immediately, with the other Officers above-mentioned, to report the circumſtance to us, ſpecifying the quantity and quality of the Stores ſo found, and the manner in which they were hidden. When the Ship ſhall have been thus examined, and all the Stores have been landed, you are, with the Maſter Attendant and Clerk of the Survey, to grant to the Captain or Commander a Certificate that all the Furniture and Stores have been duly returned, and that the Ship is left in a clean and proper ſtate; and until the production of ſuch Certificate to the Reſident Commiſſioner, the Ship is not to be paid off.

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Appendix, N° 23.

53.

All Carpenter's Stores landed from a diſmantled Ship, are, with as little delay as poſſible, to be carefully ſurveyed by you and the Clerk of the Survey; and in your Survey you are to inſert the full quantity of each particular kind, whether exceeding the charge of the Officer or not, always aſcertaining what the ſurplus Articles (if any) conſiſt of, by comparing the Officer's Working-abſtract with the remains by the Survey. Every ſuch Survey is to be ſigned in the Survey-book by you and the Clerk of the Survey; and you will obſerve, that you are to ſpecify particularly therein the ſtate and condition of each Article, whether ſerviceable or unſerviceable. You are alſo to take care that all the Stores ſo remaining and ſurveyed, whether ſurplus or otherwiſe, ſhall, by a Note to be made out by the Clerk of the Survey, and ſigned by you and him, be returned into the Storekeeper's charge without delay.

Appendix, N° 19.

54.

You are carefully to examine the Carpenter's Expence-book, and in doubtful caſes, to compare it with the Log-book, for which you are to make application through the Commiſſioner, making every poſſible inveſtigation of the cauſe of any extraordinary expenditure which may appear. You are alſo particularly to enquire into the propriety of all converſions of Stores, and to aſcertain, to the utmoſt of your ability, whether every thing be fair and agreeable to the Accounts rendered to you, communicating with the Clerk of the Survey on the ſubject.

55.

When the Clerk of the Survey ſhall have ſtated the Carpenter's Accounts, which is to be done by him as ſoon as poſſible after the Ship has been paid off, and ſhall have ſent the ſame to you with his ſignature, you are to ſign the Certificate at the end of thoſe Accounts, previouſly to their tranſmiſſion to this Office, or otherwiſe to accompany them with a Statement in writing of your objections.

Appendix, N° 79.

56.

You are to be particularly attentive to the management of the Airing-ſtoves on board of Ships building and repairing, as ſoon as each may be fit to receive them; and alſo to the diſpoſal of them on board of Ships in ordinary under the direction of the Superintending Maſters.

57.

You are to viſit the Ships in ordinary, and carefully to ſuperintend the conduct of the Carpenters, to ſee the ſeveral eſtabliſhed regulations relative to the care of the Ships may be ſtrictly complied with; and you are not to grant to them Certificates for receiving their Pay unleſs they ſhall have ſtrictly performed their duty, but to report any neglect or miſconduct which you may obſerve to the Reſident Commiſſioner, in order that ſuch ſteps may be taken on the occaſion as the caſe may require.

Appendix, N° 8.

THE ROYAL NAVAL LIBRARY

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58.

You are to appoint a morning in each week for the Carpenters of Ships in ordinary to deliver in to you, through the Superintending Maſters, a ſtate of their reſpective Ships, with their demands for any Articles that may be wanted for their uſe, which you are duly to examine and correct; and you are from time to time to give ſuch orders for diſtributing the Carpenters to attend Caulking and other work, as the Service may demand.

59.

You are to take care that the Apprentices to Shipwrights be employed, during the laſt year of their apprenticeſhips, in the practice of Caulking, when proper opportunities may occur; and at the expiration of their apprenticeſhips, you are to grant to them ſuch Certificates as may correſpond with their reſpective qualifications.

60.

You are to examine every perſon who may be recommended to ſerve as a Carpenter on board of His Majeſty's Ships, and to grant to ſuch perſon a Certificate of his ability to ſerve in that capacity, if, to the beſt of your judgment, you find him properly qualified.

Appendix, N° 24.

61.

No Foreigner, or other perſon not concerned, ſhall be made acquainted with any Work carrying on in the Yard; nor ſhall any Model or Plan that can afford information be copied, carried out of the Yard, or communicated to any perſon not immediately concerned therein, by you or by any others, as far as may be in your power to prevent ſuch communication.

62.

You are, with the Maſter Attendant and Clerk of the Survey, when you ſhall be directed, to ſurvey all Ships and Veſſels tendered to Government, either for purchaſe or hire, and to report reſpecting their fitneſs for the Service, what Guns they are calculated to carry, and the value of their Hulls, Furniture, and ſuch of the Stores as it may be judged proper to receive with them. And when any Ship or Veſſel, thus propoſed to be purchaſed or hired, ſhall be in the River Thames, the Report of the Survey is immediately to be ſent to this Board, and a profeſſional Member thereof, if intended to ſerve as a Ship or Veſſel of War, ſhall forthwith examine her, and certify on the Report of Survey his approval, or otherwiſe, for our determination thereon; but when any ſuch Ship or Veſſel ſhall be at a Port where there is a Reſident Commiſſioner, the Report of the Survey is to be made to him, and he is, in the manner before-mentioned, to examine the ſame, to certify his approval or otherwiſe, on the Report of Survey, and to tranſmit it to us for our determination.

63.

You are not to allow any Artificer or other Workman employed afloat, to uſe his own or any other private Boat in going to or returning from work. All Workmen ſo employed are, by your direction, to return to the Yard for the purpoſe of being muſtered; and on failure of their complying with your Orders in this reſpect, they are to be checked or diſcharged, unleſs their abſence ſhall be ſatisfactorily accounted for.

64.

When any perſons employed in your Department of the Yard ſhall have been diſcharged for mal-practices, you are to join the Clerk of the Check in immediately tranſmitting the names and deſcriptions of ſuch perſons to the Officers of His Majeſty's other Dock Yards, and alſo to enter in a Book the names and deſcriptions of all ſuch perſons, as well as of thoſe who

Appendix, N° 25.

who may be ſo reported to you from other Yards, taking particular care that no perſon under thoſe circumſtances be employed under you, or to your knowledge, in any other Department of the Yard. Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards

65.

On ringing the bell for the Men to go out of the Yard upon leaving off work, you are to attend at the gate, in order to prevent any Article, however trifling, the property of Government, from being carried away; and you are to take care that your Aſſiſtants and other ſubordinate Officers do conſtantly give their attendance for the ſame purpoſe; and ſhould you ſuſpect any perſon to have any Article concealed about him, you will cauſe him to be ſearched, and in caſe of delinquency, forthwith make report thereof to the Commiſſioner.

66.

You are to attend ſtrictly to the manner in which the Warden of the Yard performs his duty; and if you ſhould obſerve any neglect on his part, it is to be reported to the Commiſſioner, that it may be made known to us, ſhould the caſe require it.

67.

No Artificer or Workman of any deſcription, is to be employed by you, or by any other Officer or perſon belonging to the Yard, on any private buſineſs or concern whatever.

68.

You are to keep in your Office a correct Journal of all the principal tranſactions in the ſeveral branches of your Department.

69.

You are to pay a moſt particular attention to the regular tranſmiſſion of all the periodical Returns to this Board, and a Liſt of them is to be conſtantly hung up in your Office. Appendix, N°100.

70.

You are to ſign all Accounts and Reports relative to your Department, and alſo all others in which it may be your duty to join, previouſly to their tranſmiſſion to us; and, if you ſhould decline to ſign any ſuch Accounts or Reports from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

71.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them, and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion. You will alſo, beſides the uſual allowance to be made to you for ſtationary, be furniſhed with ſuch quantities of imperial paper as may be neceſſary for the ſervice of your Department; but you are only to demand it as it may be wanted, always expreſſing in your demand the purpoſes for which it may be intended.

72.

You are not to have any extra allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of ten Shillings per-diem if employed a-float; and after the rate of fifteen Shillings per-diem if travelling on ſhore, in addition to your actual carriage-hire.

73.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government,

Inſtructions for the Maſter Shipwright at His Majeſty's Dock Yards.

ment, or in any Stores purchaſed or ſold by Government; nor are you or any other perſon for you, to demand or receive under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a Principal or an Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any Clerk or perſon to be employed in any capacity in your Department. To this effect, you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed form, and to give bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

Appendix, N° 2.
Appendix, N° 3.

74.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and to the ſubſequent appointment of this Board. Their attention is to be conſtant and unremitting to their ſeveral duties; and in caſe any of them ſhould require leave of abſence, and the Service may admit of it, you are to certify the ſame to the Commiſſioner for his approval.

75.

Although you are authorized, in ſome caſes, to depute your Inſtruments to act for you, yet you are to obſerve, that you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your Office; and it is therefore expected, that on all occaſions you are, if poſſible, perſonally to attend the Services carrying on, giving, in caſe of more than one Service being in execution at the ſame time, the preference to that which you may conſider of the moſt importance, and directing your Aſſiſtants to attend to the other moſt material parts of your duty; and if you ſhould at any time meet with difficulty or obſtruction in carrying on any part of the duty entruſted to your care, or ſhould diſcover miſconduct or irregularity in any ſubordinate Officer, Clerk, or other perſon employed in your Depatment, you are immediately to report the circumſtance to the Reſident Commiſſioner.

76.

You are not on any account, or under any pretence whatever, to deviate from theſe Inſtructions without our authority, or that of the Reſident Commiſſioner, by warrant under his hand; and you are to obſerve that all Orders for this purpoſe which you may receive from the Commiſſioner, are to be conſidered as temporary only, and to be reported by you by the firſt poſt afterwards to this Board.

Given under our hands at the Navy Office
this

To
Maſter Shipwright
at His Majeſty's Dock Yard
at

INSTRUCTIONS FOR THE CLERK OF THE CHECK AT HIS MAJESTY'S DOCK YARDS.

By the Principal Officers and Commiſſioner of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

YOU are to make the houſe allotted to you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch directions as may be given by us or by the Reſident Commiſſioner, relating to the ſeveral duties of your Office; and you are not to remain out of the Yard during the night without leave from us, or from the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your department, will be ſent open, under cover, to the Reſident Commiſſioner, and therefore every morning, as ſoon as may be after he ſhall have received his diſpatches, you are, upon being ſummoned, to attend with the other Principal Officers of the Yard at the Commiſſioners' Office, where you are to hear the Public Orders, Warrants, and Letters read, to the end that ſuch explanation and diſcuſſion thereon may immediately take place as the ſeveral caſes ſhall require. And all Reports from you and the other Officers of the Yard are in like manner to be tranſmitted, unſealed, through the Reſident Commiſſioner's Office to this Board.

3.

All Orders whatſoever will be forwarded from the Commiſſioners Office to your's, as ſoon as they ſhall have been copied; and you are immediately on receiving them, to cauſe a Minute to be made of each in a Book which is to be kept for that purpoſe, and to be preſerved for the information of your ſucceſſors: you are alſo to note on the top of each Order the exact time of your receiving it, and then immediately to forward it to the reſpective Officers to whom it may relate. The Minute-book is to be ſo formed as to have an immediate reference to the reſpective Orders in your poſſeſſion; and therefore all Orders of every deſcription, and Contracts, after having been copied by the reſpective Officers to whom they may relate, and who are to mark them with their initials upon the receipt of them, are to be lodged in your Office, and to be kept in your charge.

4.

You are alſo to have charge of the Digeſt-book, in order that reference may be had thereto at all times by the reſpective Officers; but you are not to ſuffer it to be taken from your Office.

5.

You are to keep Books according to the annexed Form, containing the exact times of Entry and Diſcharge of all Shipwrights, Caulkers, Labourers, and every other deſcription of Artificers and Workmen who may be employed in the Yard. Appendix, No. 1.

6.

You are, on Monday in each week, to tranſmit to this Office a Return, agreeably to the annexed Form, of the number of Artificers and Workmen of every deſcription borne in the Dock Yard reſpectively. Appendix, No. 20

7.

You are to be particularly careful that the number of each deſcription of Artificers and Workmen, eſtabliſhed for the Yard by Warrant from this

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

Board, be not exceeded in any inſtance without eſpecial authority for tha purpoſe.

8.

You are not to enter any Artificer or Workman of any deſcription without a Note under the hand of the Maſter Shipwright, if for a Shipwright, Caulker, or other Workman in his department, or of the Maſter Attendant if for a Sailmaker, Rigger, or Riggers Labourer. Every ſuch Note, which is to be kept in your Office, ſhall contain the name, place of nativity, age, and former occupation of the perſon propoſed, together with a Certificate from the Surgeon of his being fit for the Service, and ſhall be approved by the Reſident Commiſſioner previouſly to your acting upon it.

Appendix, N° 5.

9.

All Artificers, and Workmen of every deſcription employed in the Yard, are to be muſtered by you or your Clerks, every time they may come into the Yard to work, and alſo upon their leaving it at night; and for this purpoſe there ſhall be eſtabliſhed the following number of places of call in the ſeveral Yards, viz. at Portſmouth, Plymouth, and Chatham, four; at Woolwich and Deptford, three; and at Sheerneſs, two: and you or one of your Clerks are to attend at each of thoſe places with a correct Muſter-book, according to the annexed Form, to muſter the people in ſuch Diviſions as may be judged moſt adviſable, taking care the ſame Diviſion be always muſtered on the ſame ſpot, ſo that every perſon may know the conſtant place of muſtering the Diviſion to which he belongs. Every perſon who ſhall be actually preſent at a Muſter, and anſwer to his name when called, ſhall have a perpendicular line thus (|) ſet againſt his name in the proper column, to denote his being preſent: All thoſe who may be abſent on leave, are carefully to be diſtinguiſhed by the mark (√); and all ſuch as may be abſent without leave are to have a croſs (X) put againſt each of their names. You are in like manner to muſter all Teams of Horſes employed in the Yard, and to ſee that each Team be complete in Horſes; and as you find the attendance or abſence of any Workmen or Teams, you are to allow or check their Wages or Pay for all or any part of their day's labour. After every Muſter, correct Liſts are to be made out of all perſons who may not have anſwered to their names, and thoſe Liſts are immediately to be ſent to the Commiſſioner, who will cauſe the Muſter-books to be checked thereby, previouſly to the Pay-books being made out; and no Check is to be taken off without his authority.

Appendix, N° 30.

10.

You are to take care that no Artificer or Workman of any deſcription ſhall be marked in your Muſter-book as preſent, excepting ſuch as ſhall actually attend muſter, and do their duty; and that no perſon be borne under one deſcription, and be employed in the buſineſs of another.

11.

Beſides the general Muſters directed in the 9th Article, you are to take ſuch occaſions for viſiting the people at their work as you may judge proper; and on muſtering them, check ſuch as ſhall have abſented themſelves after having received their Muſter on coming into the Yard.

12.

If any Artificer or other Workman ſhould continue to be abſent, without leave, for more than ſix ſucceſſive Working-days, you are forthwith to diſcharge him from the Service, excepting in caſes of ſickneſs, which are to be certified by the Surgeon.

13. When

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

13.

When you receive a Warrant of Leave for any Artificer or Labourer, you are to be careful to check ſuch Perſon of Wages for the time he may be actually abſent.

14.

When any of the Workmen of the Yard ſhall be employed on any Service afloat, they are to be required to return to the Yard for the purpoſe of being muſtered; and in failure of their complying with the Orders which ſhall be given to them in this reſpect, they are to be checked or diſcharged, unleſs their abſence ſhall be ſatisfactorily accounted for. And you are to ſend to the Commanders of the Ships fitting, a Liſt of the Workmen who are to be victualled on board their reſpective Ships.

15.

As you are perſonally reſponſible for all Muſters which may be made by your Clerks, it is highly neceſſary that you ſhould attend as often as the other duties of your ſtation will admit, to ſee that the daily Muſters be performed according to the Regulations preſcribed; and in all caſes, when you ſhall have reaſon to ſuſpect that any abuſe has taken place in the Muſters, you are to conſider it an indiſpenſible part of your duty to make the muſter yourſelf at ſuch times, and in ſuch manner, as you may judge moſt likely to detect any miſconduct or irregularity which may have occurred.

16.

You are to take care that no Artificer or Workman of any deſcription ſhall be employed by you, or any other Officer or perſon belonging to the Yard, on any private buſineſs or concern whatever; and if you ſhould diſcover any Artificer or Workman ſo employed, you are immediately to check him of his Wages for the time he ſhall have been ſo occupied, and to report the circumſtance to the Reſident Commiſſioner.

17.

You are to be furniſhed with correct Weekly Returns from the Maſter Attendant and Maſter Shipwright, of the number of Artificers and other Workmen in their reſpective departments (diſtinguiſhing the Apprentices from the Men) employed upon each particular Ship or Service, ſtating both the number of the Men, and the portion of time employed on each reſpectively; and from which you are to form ſuch exact and diſtinct Accounts, as to be enabled to tranſmit to this Office accurate Statements of the expence of Workmanſhip incurred on every Ship and Service, on the different heads of Extra, Wear and Tear, and Ordinary, in ſuch periodical Accounts as you may from time to time be directed to prepare, in order that we may be enabled to compare the actual expence incurred on each Ship and Service with the Eſtimate formed, and money granted, for the ſame. Appendix, N° 15.

18.

You are at the end of each Quarter to make out and ſign a Pay-book, agreeably to the Form annexed, for Wages earned in the Yard in that Quarter, ſpecifying the name of each party, the date of his entry or diſcharge, the actual time of his ſervice in the Quarter for which ſuch Pay-book ſhall be made out, together with the rate and amount of each man's wages, whether earned by meaſured or day-work. You are alſo to inſert ſuch Chip-money as may be due to each Man reſpectively, in order that it may be added to the amount of his Wages. Appendix, N° 31.

19.

In preparing the Pay-books directed by the preceding Article, you are to take care that no rate of Pay be allowed to any Artificer or other Workman,

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man, or to the Apprentice of any Artificer, excepting ſuch as may be warranted by the Standing Orders: You are alſo to be particularly careful that the Salary or Wages due for a previous Quarter ſhall not be transferred to or included in the Books of a ſubſequent Quarter; and that all ſums of Money which may from time to time be certified to you by the Maſter Shipwright or other proper Officers, as being earned by meaſured work, be fairly and equitably divided among the people who may be entitled thereto, agreeably and in proportion to the reſpective rates of their daily Pay.

20.

You are not to permit any eraſure to be made in the Muſter or Quarterly Pay Books, but whenever any error ſhall have been diſcovered, you are to run the pen through it, and to inſert the correct words or figures over it in red ink.

21.

You are, without Fee or Reward, to furniſh each Artificer and Workman, at leaſt three days before the time when the Yard is to be paid, with a Note of the Wages due to him, ſo that he may know the amount of his earnings, and the ſum that may remain to be received.

22.

Appendix, N° 10. You are to keep a book according to the annexed Form, which is to contain the names of all perſons employed in, or belonging to His Majeſty's Ships lying in ordinary in your Port, ſpecifying their qualities, together with the dates of their reſpective entries or diſcharge.

23.

You are not to enter any perſon as a Ship-keeper, Extra-man, or Servant to any Officer in the Ordinary, until you ſhall have received the approval Appendix. N° 5. of the Commiſſioner written on a Note, to be delivered to him, under the hand of the Maſter Attendant, containing the name, place of nativity, age, and former occupation, of the perſon propoſed, and the number of years (if any) that he may have been at Sea, together with a Certificate thereon from the Surgeon, of ſuch perſon being fit for the Service; and you are to take care that not more than the eſtabliſhed number be borne on each Ship; and that no Servant belonging to any Officer, or other perſon in the Yard, ſhall be borne on board any Ship whatever.

24.

You are to muſter all perſons belonging to the Hulk and the Ships in ordinary by night, at leaſt once in every week, and to check all ſuch as may be abſent, reporting their names to the Commiſſioner; and, in order the more effectually to detect abſentees, you are not to have any fixed nights for theſe Muſters, but to vary them from week to week, as you may judge adviſable, taking care that your intentions ſo to muſter be not previouſly made known.

25.

You are alſo, on the firſt day of each month, to muſter at your Office the whole of the Ordinary, reporting publicly the neglect or non-attendance of all Abſentees without leave in the preceding month, according to your own Muſters, as well as the Reports which ſhall be made to you by the Maſter Attendant, and all ſuch Abſentees are to be checked of wages and proviſions for all ſuch time or times as they ſhall have been abſent; and all Officers and others belonging to the Ordinary, who ſhall be abſent at nightly Muſters, are to be mulcted after the rate of two Shillings and Sixpence

Sixpence for every ſuch Muſter at which they ſhall have been abſent reſpectively. Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

26.

When any perſon belonging to the Ordinary ſhall have obtained leave of abſence, you are to check him of proviſions for the time he may be actually abſent.

27.

All Officers and Men belonging to the Ordinary, and Pilots borne on board the Hulk, are to be checked of their proviſions for ſuch time as they ſhall have been victualled on board other Ships; and as all Captains and Commanders are directed to furniſh the Commiſſioner with a Liſt, not only of thoſe perſons, but alſo of every Officer, Artificer, or other perſon belonging to the Yard, who ſhall have been victualled on board their reſpective Ships or Veſſels, during their continuance in Port, ſpecifying their ſeveral entries and diſcharges, you are to regulate your books by ſuch Liſt accordingly.

28.

You are, in conjunction with the Maſter Attendant, to demand monthly, by Warrant from the Agent Victualler, ſuch proviſions as are allowed for the Officers, Ship-keepers, Extra-men, and Servants of the Ships in ordinary, according to their actual numbers and attendance in the preceding month. Appendix, N° 11.

29.

At the end of every Quarter you are to make out correct Pay-books for all the Ordinary, agreeably to the annexed Form, which are to contain the names, qualities, mulcts for non-attendance, and actual amount of Wages of all perſons whatever thereto belonging. In every ſuch book, you are to obſerve that each ſuperintending Maſter is to be borne on the Ship in which he reſides; and that when Men are borne on board *Navy Tranſports*, you are to ſpecify from *whence* they are received, and *whither* diſcharged. Appendix, N° 32.

30.

You are to ſignify to the Purſers of all Ships in ordinary, that it is not required of them to remain with their Ships, while out of commiſſion, but they muſt tranſmit at the end of each Quarter to your Office a Certificate of their being alive, ſigned by the Miniſter of the Pariſh in which they reſide; and you are to report to us ſuch of them as may fail to tranſmit thoſe Certificates regularly. You are alſo to keep a book, containing the names and reſpective places of abode of all ſuch Purſers; and whenever a Ship ſhall be bringing forward for commiſſion, you are a fortnight before ſhe ſhall be ready to receive men, which will be reported to you by the Maſter Shipwright, to ſend notice thereof in writing to the Purſer, in order that he may immediately attend her.

31.

When a Ship may be ordered to be fitted for Sea, ſhe ſhall be continued in ordinary until a Commiſſioned Officer ſhall take charge of her, and who on producing his Commiſſion to you, ſhall be immediately entered on a Muſter-book made out by you, in which ſhall follow the names of the ſtanding Warrant Officers belonging to her. Appendix, N° 33.

32.

Captains and Lieutenants ſhall be entered on board ſuch Ships from the dates of their Commiſſions reſpectively, but when appointed to ſuperſede others, or removed from another Ship, they are to be entered from the day

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of their appearance, or their diſcharge from ſuch Ship only; and all other Officers are, invariably, to be entered from the day of their appearance.

33.

You are faithfully to muſter the Company of every Ship and Veſſel in commiſſion, including the Marines, at uncertain times, but at leaſt once in ſeven days, during their continuance in Port or the vicinity thereof, marking upon the Muſter-book the perſons preſent and thoſe abſent at each Muſter, giving a Letter, according to the practice of the Navy, to thoſe preſent, and putting a croſs (X) againſt the name of each perſon abſent without leave; and if any perſon ſhould be abſent at three ſucceſſive Muſters without leave, you are to mark him with an *R*, as Run, and to expreſs againſt his name the day he left the Ship. The Captain ſhall not be called by name, but you are to enquire if he be on board, and if not, you are to mark him abſent; but in no caſe to put an *R* againſt his name. If he or any other Officer or perſon be abſent on leave, you are to inſpect the Order for that purpoſe, and to note in the Muſter-books and in your weekly Returns, for what time, and by whoſe authority, ſuch leave ſhall have been granted.

34.

All perſons who at the muſter of a Ship ſhall be found to have been abſent on leave for more than one day, ſhall have a mark thus, (✓) ſet againſt their names, and be checked of their proviſions from the time they were abſent; thoſe abſent one day only, or on duty, are not to be checked; and the Commanding Officer is to deliver a Liſt of their names ſigned by him to the Muſtering Clerk, diſtinguiſhing thoſe on leave from thoſe on duty, and which Liſt you are to tranſmit weekly to the Admiralty, and a duplicate thereof to this Office, with your Return of Muſters, as your Vouchers for not checking the perſons therein named, although abſent at the time of Muſter.

35.

You are to demand from the Commander or Commanding Officer on board of every Ship or Veſſel, on her arrival within your check, a true and perfect Muſter-book, ſigned by the Commander, Purſer (if one on board) and other ſigning Officers, of the Officers and Ship's Company then actually borne, with their numbers, entries, and ratings; and if any ſuch Commander or Commanding Officer ſhall refuſe or delay to deliver to you ſuch book, you are immediately to report the circumſtance to the Commiſſioner, and alſo to note it in the column of Obſervations in your Weekly Returns.

36.

The Companies of all His Majeſty's Ships and Veſſels ſhall be claſſed agreeably to the Order of the 16th of April 1794, which directs a compenſation to be made to Officers in lieu of Servants, and that Boys ſhall be borne on ſeparate Liſts on the books of each Ship or Veſſel. You are to take particular care that no Boy be rated as an able Seaman on any account whatever, and that the Supernumeraries borne on board Flag Ships, purſuant to the Order in Council of the 6th of November 1795, be actually and bonâ fide the domeſtic Servants of the reſpective Flag Officers. Each Muſter-book is to expreſs the Ship's whole complement, and to diſtinguiſh Volunteers and impreſſed men. Captains, or other Officers, ſerving by order in the room of others abſent, ſhall be borne on the Supernumerary Liſt.

37.

You are to obſerve, that no reaſon will be conſidered ſufficient for omitting to muſter a Ship regularly as herein directed, excepting badneſs of weather;

weather; and that when Ships are muſtered at diſtant places, your Boat's Crew ſhall have an allowance of an extra day's proviſions from the Hulk or Ship on board of which they are borne and victualled; but they ſhall not on any account, or in any caſe whatever, be victualled by the Purſer of the Ship muſtered. Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

38.

In making out the Muſter-books for this Office, you are carefully to ſet off the Muſter-letter, and the number borne, muſtered, and checked, in order that the Ship's Pay-books and Victualling Accounts may be adjuſted. When Ships ſhall have been paid off, or have ſailed from the Port, you are to tranſmit to this Office their original Muſter-books, and not copies, as ſoon as poſſible, eſpecially in time of War, ſo as to prevent the double payment of Bounties; and at the end of every Quarter, you are to tranſmit the original Muſter-books of all ſuch Ships as are ſtationed at, or frequently come into Port.

39.

All Tenders, Storeſhips, Navy Tranſports, and other hired Veſſels under the direction of this Department, which ſhall be obliged to have a certain complement on board on the part of the Owners, are to be frequently and ſtrictly muſtered in the manner of King's Ships, and you are particularly directed to call on the Commander or Maſter of every ſuch Ship or Veſſel, for the Contract or Charter Party (or an atteſted copy thereof) under which they ſerve, to be produced for your inſpection, noting if in your opinion they are weakly manned, or have an over proportion of Boys, diſtinguiſhing the qualities of Men and Boys in the beſt manner poſſible; you are to report the whole to this Office, in order that, in caſe of any deficiency, the Ships or Veſſels may be diſcharged, or mulcted as circumſtances may render proper.

40.

You are to muſter all Ships immediately on their coming into Port, and to tranſmit, weekly to the Admiralty, and to this Office, ſo as to arrive regularly every Wedneſday, a Return, according to the annexed Form of the ſtate and condition of all Ships in commiſſion within the limits of your Port, in which you are to ſtate the ſeveral Muſters taken, as herein directed, and alſo the places at which the Ships may be reſpectively lying; you are at the ſame time to tranſmit to this Office a weekly Liſt, according to the annexed Form, of His Majeſty's Ships and hired Veſſels which ſhall have been muſtered in the preceding week, with the dates of the Muſters. Appendix, N° 34. Appendix, N° 35.

41.

You are alſo to tranſmit to this Office weekly, in time of War, a Liſt according to the annexed Form, of Maſters and Second Maſters muſtered, noting ſuch as may be abſent or wanting, and diſtinguiſhing ſuch as may be at ſick quarters; and you are in like manner, and according to the ſame Form, to tranſmit a Weekly Liſt of Surgeons and Aſſiſtant Surgeons to the Commiſſioners for Sick and Wounded Seamen; but in time of Peace, thoſe Liſts are only to be tranſmitted from Portſmouth and Plymouth. Appendix, N° 36. Appendix, N° 37.

42.

You are to tranſmit to the Admiralty, from time to time a Liſt, of the names of all Commiſſioned and Warrant Officers of Ships returning from Foreign Stations, by the earlieſt poſt poſſible after their arrival.

43.

You are to obſerve, that the eſtabliſhed number of Men to be borne for the benefit of the Widows Fund ſhall be carefully entered, as part of the complement

Inſtructions for the Clerk of the Check at his Majeſty's Dock Yards.

complement of all His Majeſty's Ships and Veſſels, agreeably to the orders iſſued from time to time, purſuant to Act of Parliament.

44.

Ships ſitting for Service are to be ſupplied, from time to time, by the authority of the Commiſſioner, with Fathom-wood from the Yard, and the Purſers are to pay for the ſame, as well as for ſuch as ſhall have been ſupplied to the Superintending Maſters for the ſtowage of the Ships Holds, according to what may be deemed a fair and reaſonable price; and you are to receive the amount thereof, and to account for the ſame, obſerving, that the quantity of Fathom-wood ſupplied, and the ſtipulated price of it, muſt always be certified under the hands of the Maſter Shipwright, and the Timber Maſter.

45.

You are to pay ſtrict attention to the Orders you are now under, or may hereafter receive, from the Lords Commiſſioners of the Admiralty, reſpecting your duty in muſtering the Royal Marines on ſhore; ſending to us regularly the Quarterly Muſter-rolls, and other periodical Returns, by which the Paymaſter may be enabled to paſs his Accounts.

Appendix, N° 38, & 39.

46.

You are, with the Storekeeper or Clerk of the Rope-yard, together with the Clerk of the Survey, and the other reſpective Officers and Maſters of Trades, carefully to inſpect the qualities and dimenſions of all Stores, Articles, and Materials of every kind, which may be delivering into ſtore, as well as of all Works performed by Contract; and you are to join with thoſe Officers in rejecting all Articles which may not in every reſpect be agreeable to Contract, or in fixing Abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles as ſhall appear on comparing them with the Patterns delivered, or the deſcriptions given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied; and if it ſhould appear to you and the other Officers, that the Prices charged for any Articles are too high, you are to report the ſame to us; for this purpoſe it is highly neceſſary that you ſhould make yourſelf acquainted with the ſigns and qualities of Hemp, and all other Articles uſually purchaſed for the Service of the Yard.

47.

When any Stores are to be received, you, the Sorekeeper, or Clerk of the Rope-yard, as the Stores may relate to them reſpectively, and the Clerk of the Survey, or at leaſt one of you, with a Clerk from each of your Offices, are conſtantly to attend; each of the Clerks preſent on ſuch occaſions ſhall have a rough Book, in which he is to take account of the particulars of each draught of the ſcale with reſpect to the Articles received by weight, the amount of each tale of the Articles received by number, and the dimenſions or contents of each piece received by meaſure. The Clerks are alſo to note in their rough Books the total quantity of each day's receipt of all Articles reſpectively, and, before they ſeparate, they are to ſign the Entries of the day in each other's rough Books. The Officers attending on all ſuch occaſions ſhall alſo ſign each particular Receipt in the rough Books, prefixing the word "Preſent" againſt their reſpective ſignatures.

48.

No Timber is to be received until it ſhall have been meaſured, and on receiving notice from the Aſſiſtant to the Maſter Shipwright, acting as Timber

Timber Maſter, and whoſe appointment will be notified to you by the Maſter Shipwright, that any Timber is ready for meaſurement and receipt, you are to attend yourſelf, or to ſend a Clerk choſen each day by lot, or by ſome uncertain mode of ſelection, to witneſs the meaſurement of each Piece by the Timber Maſter, or to meaſure it yourſelf, if you ſhould ſee occaſion. Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

49.

On the receipt of Timber, you are to cauſe an Account thereof to be taken on the ſpot, ſpecifying particularly the contents of each Log, whether ſided or rough, and filling up the printed Forms prepared for that purpoſe: at the time of beginning each receipt, you are to write across the columns the Names of the Contractor and Purveyor, with the date of the Contract or Warrant; and at the end of each receipt, your Clerk who ſhall have attended it is to add the date, and his ſignature. You are to take a preſſed copy of every ſuch Account, and to ſend the ſame to the Reſident Commiſſioner always on the day in which the Timber ſhall have been received. Appendix, N° 42, 43, 44, 45, 46, & 47.

50.

The Entries of the Receipts of Stores in your Office ſhall be kept in fair Books of Receipts, expreſſing in words at length the denomination, number, and weight of all Articles received; the time of receiving them; from whom, and by what Ship or Veſſel; and the date of the Warrant, Contract, or Order, by which they may be received. All the Entries in the fair Receipt-books in your Office, and in thoſe of the Clerk of the Survey, with the Sections in the office of the Storekeeper, or of the Clerk of the Rope-yard, are at the end of each month, or oftener if neceſſary, to be compared by the Chief Clerks in the ſeveral branches concerned, who ſhall put their initials to teſtify their examination. Appendix, N° 54.

51.

You are on demand, to make out a Certificate, according to the eſtabliſhed printed Form, for the Stores ſupplied or Works performed by any Contractor or other perſons, agreeably to the reſpective Contracts and Warrants under which they ſhall have been delivered or wrought, but of all ſuch Stores and Works you are firſt to make out a rough Abſtract from the Entries in your fair Receipt-book, and by no means from the rough Book. This Abſtract you are to ſend to the Storekeper or Clerk of the Rope-yard, as may relate to their reſpective Departments, and to the Clerk of the Survey, for their ſeveral examinations; and when it ſhall have been returned to you, with their approval, ſignified by their Names or Initials, you are from it to prepare the fair Certificate, which, after ſigning, you are to forward to the Storekeeper, and the other Officers to whoſe Departments the Stores or Works may ſeverally relate, who with you are to ſtate under their hands, upon the back of the Certificate, its agreement or otherwiſe, with the Contract or other authority by which ſuch Stores or Works may have been received or performed. The laſt Officer who may ſign each Certificate is to return it to you, and you are forthwith to ſend it to the Reſident Commiſſioner for his ſignature alſo, as a proof of its having undergone his inſpection, and the Commiſſioner will then tranſmit the ſame to this Office. Appendix, N° 43.

52.

The rough Receipt-books for every Quarter are to be tranſmitted to this Office as ſoon after the expiration of each Quarter as may be, and at all events before the concluſion of the enſuing Quarter, but the Re-

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

ceiving Clerks are previouſly to ſign the preſcribed Declaration at the end of each Receipt-book; and you, with the Storekeeper, or Clerk of the Rope-yard, and the Clerk of the Survey, are to ſignify under your hands your opinion as to the truth of that Declaration. The rough Receipt-books, after being examined at this Office, will be immediately returned to you.

Appendix, N° 49.

53.

You are to communicate with the Timber Maſter, from time to time, on all buſineſs relative to his Department, and on your receiving notice from him of the number of Subordinate Officers, Artificers, and Labourers, employed under him, you are to take ſuch meaſures, either by Check-calls or otherwiſe, as, without impeding the work, may enable you to aſcertain and certify whether thoſe ſeveral perſons be actually employed at the places, and in the ſervices pointed out to them. You are alſo to avail yourſelf of every opportunity that may offer, of aſcertaining whether the ſeveral Officers conform to their reſpective Inſtructions relative to the management of Timber; and if you ſhould obſerve any inſtance of neglect in this reſpect, you are immediately to report the ſame to the Commiſſioner.

54.

You are occaſionally to viſit the Sawpits, and having informed yourſelf of the meaſurement of the Sawyers work, as taken by the Timber Maſter at one or more of the Sawpits, you are to cauſe the works to be again meaſured in your preſence, and to report on the ſame day to the Commiſſioner, how far your meaſurement may agree with that of the Timber Maſter.

55.

You are carefully to attend to ſuch particular Inſtructions as you may receive from us relative to Painters work.

56.

When any Ship ſhall arrive at your Port with Hemp, or other Stores purchaſed on account of Government, you are, on receiving information of their arrival, to report them to the Cuſtom-houſe without delay; and you are to pay the Duties chargeable on Hemp, Timber, and other Stores delivered at the Yard, but not to make the final payment of thoſe Duties, until you ſhall have aſcertained that the quantities of the ſeveral Articles received do correſpond with the quantities on which the Duties are charged; and that the rates of Duties charged are correct.

57.

You are to keep an account of all ſales of Stores or Chips, agreeably to the annexed Form, and to receive the Purchaſe-money, which you are, agreeably to the Orders you may be under on that ſubject, to pay to the Treaſurer's Clerk at the Port, taking his receipt for the ſame. This receipt, together with a particular Account of the Sales, is immediately afterwards to be tranſmitted to this office, in order that the Treaſurer may be charged with the amount; and, at the end of each Quarter, you are to tranſmit a General Abſtract, according to the Form preſcribed, of all the Sales in that Quarter.

Appendix, N° 50.

Appendix, N° 51.

58.

You are, in rotation with the Storekeeper, or Clerk of the Rope-yard, in their reſpective Departments, and the Clerk of the Survey, to attend the delivery of Lots of old Stores ſold in the Yard; and no Lot is to be delivered unleſs you or one of thoſe Officers be actually preſent.

59. When

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

59.

When the Storekeeper, at the end of each Quarter, ſhall have made out an Account of the ſeveral Stores purchaſed by him during that Quarter, with their Prices and total Amount, and the ſame ſhall have been certified as correct by you and the other reſpective Officers, and approved by this Board, you are to pay to the perſons who furniſhed ſuch Stores the amount of their reſpective Bills, taking their receipt for your Vouchers.

60.

You are alſo to pay all ſuch contingent expences as may from time to time be neceſſarily incurred for the ſervice of the Yard, taking receipts for all ſums ſo paid; but you are to take notice, that no unuſual diſburſements are to be made by you on this account without the ſpecial authority of this Board, or the ſanction in writing of the Reſident Commiſſioner.

61.

You are to pay all Bounty and Conduct-money, as well as Remittance Bills on account of Seamen's Wages, or of Penſioners of the Cheſt at Greenwich; Allotments made to the Wives or Relations of Seamen, and all ſuch other contingencies as we may direct, out of the money remaining in your hands for the ſervice of the Yard; and if any perſon, named in a Liſt for Bounty, Conduct, or any other money, for the payment of which you may be applied to, ſhould remain unpaid, you are to note againſt the Name of ſuch perſon the reaſon for non-payment; but you are to pay Bounty to the parties only, and the payment thereof is to be certified by the Captain and ſigning Officers of the Ship.

62.

As all perſons receiving money are obliged by Act of Parliament to pay the Stamp Duty on receipts, according to the amount of the ſums received, you are to obſerve, that no charge will be allowed in your Accounts for Receipt Stamps for Money paid by you.

63.

You are from time to time to apply to us for ſuch Impreſts of Money as may be neceſſary to enable you to make the ſeveral payments required in your Department. You are always to ſtate in your application the balance remaining in your hands, and the known or probable ſervice for which the ſupply may be demanded; and you are to apply to the Treaſurer's Clerk at the Port to furniſh you with money for all ſuch Impreſt Bills as you may receive from us.

64.

You are to ſend up your Caſh Account and Vouchers to the Committee of Accounts quarterly, for clearing off Impreſts, and to paſs your Accounts annually. Appendix, N° 52.

65.

All Officers and Clerks belonging to the Yard are to be borne by you on the Ordinary Books, at ſuch Salaries as may be allowed to them reſpectively; and all Warrants for appointing ſuch Officers are to be kept in your office, you furniſhing the parties with atteſted copies of the ſame. You are, however, to take care that the eſtabliſhed number of Clerks be not exceeded, without a ſpecial Authority for that purpoſe.

66.

You are to make out quarterly an Account of ſuch Deductions as are made from the Salaries of the Officers and Clerks in the Yard-books, on account

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

account of the Civil Liſt Duty charged on them; and on obtaining a Certificate under the hand of the Treaſurer's Clerk, of the amount being charged and deducted thereon, you are to pay the ſame to the parties reſpectively. You are alſo to pay the Land Tax charged on the Salaries of the Officers, and all Parliamentary and Parochial Taxes, as far as may attach to the houſes allotted for their reſidence in the Yard, taking receipts from the reſpective Collectors for the ſums paid to them as your Vouchers.

Appendix, N° 53.

67.

You are conſtantly to attend all payments of the Yard and Ordinary, and to be prepared to give ſuch explanations as may be required of you on thoſe occaſions, relative to your Check and Pay-books.

68.

When any perſon employed in the Yard ſhall have been diſcharged for mal-practices, their Names and Deſcriptions are immediately to be ſent by you to the Officers of His Majeſty's other Dock Yards, and are alſo to be entered in a Book, as well as the Names and Deſcriptions of all thoſe who may be ſo reported to you from other Yards; and you are to be particularly careful that no perſon under thoſe circumſtances be employed in the Yard; and when men are entered, after having ſerved in another Yard, their former time is not to be admitted but by a Certificate from the Clerk of the Check of the Yard from which they may have been diſcharged.

Appendix, N° 25.

69.

You are to obſerve the conduct of the Warden of the Yard; and, ſhould you diſcover him in any manner to neglect the duties of his ſtation, you are to report the ſame to the Commiſſioner. His duties are a conſtant attendance at the gates, in opening or keeping them ſhut, lodging the keys at night with the proper Officer, cauſing the bell to be rung at the times appointed according to the ſeaſon of the year, and attending to the conduct of the Warders ſtationed at the gates, landing-places, &c. You are particularly to take care that he ſhall not permit any Artificer, Workman, or Team, to go out of the Yard during the working-hours, excepting by a Note from your Office, which is to be delivered to him, and to be ſent by him every evening to the Commiſſioner for his notice, previouſly to its being returned to your Office. It is alſo his duty not to ſuffer any perſon whatever to carry out of the Yard, either openly or concealed, any Article of Public Property, however inſignificant, or under any pretence whatever, unleſs it be for the Public Service, and under the authority of the proper Officer.

Appendix, N° 4.

70.

A printed Copy of all Standing Regulations for the Government of the Artificers and Workmen of the Yard and the Ordinary, is conſtantly to be hung up, in the moſt conſpicuous part of your Office.

71.

You are to keep in your Office a correct Journal of all the principal tranſactions in the ſeveral branches of your Department.

72.

You are to pay a moſt particular attention to the regular tranſmiſſions of all the periodical Returns to the Admiralty, and to this Board, and a Liſt of them is to be conſtantly hung up in your Office.

Appendix, N°117.

73. You

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

73.

You are to ſign all Accounts and Reports relative to your Department, and alſo all others in which it may be your duty to join, previouſly to their tranſmiſſion to us; and if you ſhould decline to ſign any ſuch Accounts or Reports from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

74.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them; and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

75.

You are not to have any extra allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of ten Shillings per-diem, if employed afloat; and after the rate of fifteen Shillings per-diem, if travelling on ſhore, in addition to your actual carriage-hire.

76.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the ſervice of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you to demand or receive, or any other perſon for you, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a Principal or an Agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any Clerk or perſon to be employed in any capacity in your Department: to this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

Appendix, N° 2.
Appendix, N 3.

77.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and the ſubſequent appointment of this Board; their attention is to be conſtant and unremitting to their ſeveral duties; and in caſe any of them ſhould require leave of abſence, and the Service may admit of it, you are to certify the ſame to the Commiſſioner for his approval.

78.

Although you are authorized in ſome caſes to depute your Clerks to act for you, yet you are to obſerve, that you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your office, and it is therefore expected that on all occaſions you are if poſſible, perſonally to attend the Services carrying on, giving, in caſe of more than one Service being in execution at the ſame time, the preference to that which you may conſider of the moſt importance. And if you ſhould at any time meet with difficulty or obſtruction in carrying on any part of the duty entruſted to your care, or ſhould diſcover miſconduct or irregularity in any Clerk or other perſon employed in your De-

Inſtructions for the Clerk of the Check at His Majeſty's Dock Yards.

partment, you are immediately to report the circumſtance to the Commiſſioner.

79.

You are not on any account, or under any pretence whatever, to deviate from theſe Inſtructions without our Authority, or that of the Reſident Commiſſioner, by Warrant under his hand; and you are to obſerve, that all Orders for this purpoſe which you may receive from the Commiſſioner, are to be conſidered as temporary only, and to be reported by you by the firſt poſt afterwards to this Board.

Given under our hands at the Navy Office, this

To

Clerk of the Check at His Majeſty's Dock Yard, at

INSTRUCTIONS FOR THE STOREKEEPERS AT HIS MAJESTY'S DOCK-YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Storekeepers at His Majeſty's Dock Yards.

YOU are to make the houſe allotted for you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch directions as may be given by us, or by the Reſident Commiſſioner, relating to the ſeveral duties of your Office; and you are not to remain out of the Yard during the night without leave from us or the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your department, will be ſent open, under cover, to the Reſident Commiſſioner, and therefore every morning, as ſoon as may be after he ſhall have received his diſpatches, you are, upon being ſummoned, to attend with the other principal Officers of the Yard at the Commiſſioner's Office, where you are to hear the Public Orders, Warrants, and Letters read, to the end that ſuch explanation and diſcuſſion thereon may immediately take place as the ſeveral caſes ſhall require. And all Reports from you and the other Officers of the Yard, are, in like manner, to be tranſmitted unſealed, through the Reſident Commiſſioner's Office to this Board.

3.

You are to take copies of all Orders that may relate to your department, and to enter them in Books, which are to be kept in your Office for that purpoſe, and to be preſerved for the information of your ſucceſſor; obſerving, that Standing Orders are to be entered in a Book by themſelves, and thoſe of an occaſional nature in another; and you are to mark the originals with your initials, and to note thereon the time when they were received at your Office, and when ſent from thence. You are alſo to enter in a Book, all Contracts, of which copies ſhall be ſent to you from this Office, for the ſupply of Stores of all kinds for the uſe of the Yard.

4.

All the Storehouſes, and alſo all Deal-yards, Pounds, Plank-ſheds, and other Incloſures, made for the ſtowing of Timber, are under your charge; and you are to take care that they be always kept in good order, and that ſuch of them as are under lock and key, be only kept open while the Service may

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may require them to be ſo; cauſing the Storehouſes of every deſcription to be locked up five minutes before the bell rings for the people to leave work, and all the keys are then to be regularly depoſited with you. You are alſo to take care that each Storehouſe, Yard, Pound, Plank-ſhed, &c. ſhall have a diſtinguiſhing number painted upon it; by which means you can, from your Books, refer to the particular Storeroom or place in which any article demanded is depoſited.

5.

You are by Warrant from this Board, to receive into your charge, all Stores of every deſcription, as well manufactured Articles as raw Materials, that may be delivered for the uſe of the Dock Yard, whether by Contractors or otherwiſe, and to depoſit them in ſuitable places of ſafety, according to their reſpective natures, ſo that they may not decay, nor be waſted or embezzled; obſerving however, that all Timber and Wood of every denomination, whether rough or converted, new or old, although to be conſidered in your charge, is to be ſtowed in ſuch places, and in ſuch manner, as the Maſter Shipwright, or the Aſſiſtant who may be appointed to act as Timber Maſter, ſhall think fit. The arrival of all Ships with Foreign Stores is to be reported by you to this Office, agreeably to the Form annexed. Appendix, N° 67.

6.

You are, with the Clerk of the Check, the Clerk of the Survey, and the other reſpective Officers and Maſters of Trades, carefully to inſpect the quality and dimenſions of all Stores, Articles, and Materials of every kind, which may be delivering into Store, as well as of all Works performed by Contract; and you are to join with thoſe Officers in rejecting all Articles which may not, in every reſpect, be agreeable to Contract, or in fixing abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles as ſhall appear on comparing them with the patterns delivered, or the deſcription given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied; and if it ſhould appear to you and the other Officers, that the Prices charged for any Articles are too high, you are to report the ſame to us. For this purpoſe, it is highly neceſſary that you ſhould make yourſelf converſant with the ſigns and qualities of all Articles uſually purchaſed for the ſervice of the Yard. You are to appropriate ſome ſeparate Room for receiving all ſmall Stores which may be brought into the Yard, either upon Contract or otherwiſe, in order that thoſe Articles may be conveniently examined, and compared with the Bills of Parcels.

7.

When any Stores are to be received, you, the Clerk of the Check and Clerk of the Survey, or at leaſt one of you, with a Clerk from each of your Offices, are conſtantly to attend. Each of the Clerks preſent on ſuch occaſions ſhall have a rough Book in which he is to take account of the particulars of each draught of the ſcale with reſpect to the Articles received by weight, the amount of each tale of the Articles received by number, and the dimenſions or contents of each piece received by meaſure. The Clerks are alſo to note in their rough Books the total quantity of each day's receipt of all Articles reſpectively; and before they ſeparate, they are to ſign the entries of the day in each other's rough Books. The Officers attending on all ſuch occaſions ſhall alſo ſign each particular Receipt in the rough Books, prefixing the word "Preſent" againſt their reſpective ſignatures.

8.

You are not to receive any Timber into your charge until it ſhall have been meaſured; and on receiving notice from the Timber Maſter, that any Timber

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Timber is ready for meaſurement and receipt, you are to attend yourſelf, or to ſend ſome reſponſible perſon on whom you can depend, to witneſs the meaſurement of each piece as made by the Timber Maſter, or to meaſure it yourſelf, if you ſhould ſee occaſion.

9.

On the receipt of Timber, you are to cauſe an Account thereof to be taken on the ſpot, ſpecifying particularly the contents of each Log, whether ſided or rough, and filling up the ſeveral columns of the annexed printed Forms prepared for that purpoſe. At the time of beginning each receipt, you are to write acroſs the columns, the names of the Contractor and the Purveyor, with the date of the Contract or Warrant; and, at the end of each receipt, your Clerk, who ſhall have attended it, is to add the date and his ſignature. You are to take a preſſed copy of every ſuch Account, and to ſend the ſame to the Commiſſioner always on the day in which the Timber ſhall have been received.

Appendix, N° 40, 41, 42, 43, 44, 45, 46, & 47.

10.

The quantities of Oak Timber are to be diſtinguiſhed in your Books, as follows; viz.

	Feet.
Straight, rough - -	90 and upwards.
- - - -	from 90 to 70
- - - - - -	70 to 60
- - - -	under 60.
Compaſs, rough - -	80 and upwards
- - - -	from 80 to 60
- - - - - -	60 to 50
- - - -	under 50.

Immediately after the receipt of each piece of Timber, the Timber Maſter is to cauſe a diſtinguiſhing number, and the date of the year in which it is received, to be marked upon it. Theſe diſtinguiſhing numbers are to begin with No. 1, at the commencement of each year, going on progreſſively to the end of that year; and you are to keep an Account of them accordingly.

11.

The entries of the receipt of Stores in your Office, inſtead of being made in Books, ſhall be kept in Sections, comprizing as many ſheets of paper as ſhall be ſufficient to contain the Account for each reſpective month. Theſe Sections ſhall expreſs, in words at length, the denomination, number, and weight of all Articles received; the time of receiving them; from whom; by what Ship or Veſſel; and the date of the Warrant, Contract, or Order, by which you receive them. You are in like manner to enter all Stores brought from other Yards, ſpecifying from what Yard, and by what conveyance you ſhall have received them. All the entries in the ſections, and in the fair Receipt-books of the Clerk of the Check and the Clerk of the Survey, are, at the end of each month, or oftener if neceſſary, to be compared by the Chief Clerks in the ſeveral branches concerned, who ſhall put their initials to teſtify their examination.

Appendix, N° 54.

12.

All Bills of Parcels or Invoices of Stores delivered by Merchants and Contractors (Timber excepted) ſhall be written on the preſcribed Form, with which you are to furniſh the Contractors and Merchants, and ſhall expreſs the prices, as well as the quantities, of the Stores therein mentioned; and upon ſuch Bills of Parcels or Invoices, you are, previouſly to the receipt of the Stores, to note againſt each particular Article, the date of the Warrant of this Board for receiving the ſame; ſtrictly obſerving, that

Appendix, N° 55.

no

no Article whatever is to be received until the production to you of a Bill of Parcels, Invoice, or Note expreſſing the quantity delivered. Inſtructions for the Storekeepers at His Majeſty's Dock Yards.

13.

When a rough Abſtract ſhall have been ſent from the Clerk of the Check, of the Stores ſupplied, or Works performed, by any Contractor or other perſon, you are to cauſe ſuch Abſtract to be examined in every particular by the Contract, and by the entries in the Sections of Receipts, but by no means from the rough Book; and, if found to be correct, you are to return the ſame to him with your ſignature. When the fair Certificate ſhall have been made out, you are to examine it with the Abſtract, and then, with the other Officers to whoſe departments the Stores or Works may relate, you are to ſtate under your hand, upon the back of the Certificate, its agreement, or otherwiſe, with the Contract or other authority by which ſuch Stores or Works may have been received or performed, The laſt Officer who ſigns each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature alſo, as a proof of its having undergone his inſpection; and the Commiſſioner will then tranſmit the ſame to this Office. Appendix, N° 48.

14.

You are from time to time, as you may be directed, to purchaſe on the beſt terms in your power, ſuch ſmall Articles as may be wanted in the Dock Yard, of which, from the uncertainty of the demand, no regular ſupply is provided, or ſuch as may be immediately wanted in conſequence of Contractors failing to make timely deliveries; and if any ſuch Articles be not procurable in the immediate neighbourhood of the Yard, you are to acquaint this Board therewith. You are to furniſh the perſons from whom you may make any ſuch purchaſes, with proper Forms for making out their Bills of Parcels, in which are to be inſerted the Prices, and the total amount of the ſeveral Articles. At the end of each Quarter you are to make out an Account of the ſeveral Stores purchaſed by you during that Quarter, with their Prices, and total amount; and when the ſame ſhall have been certified as correct by you and the other reſpective Officers, and approved by this Board, the Clerk of the Check is to pay the perſons who furniſhed ſuch Stores the amount of their reſpective Bills, taking their receipts for his Vouchers. Appendix, N° 56.

15.

You are to have the ſole charge of all Slops, Beds, Bedding, and Marine Clothing; and in receiving ſuch Articles you are to weigh each Bale of Blankets and Caſe of Slops ſeparately, obſerving, that if a deficiency of three pounds in a Bale, or a difference of four ounces in a Caſe be diſcovered, the contents of ſuch Bale or Caſe are immediately to be examined, and the deficiency or overplus to be reported by you to this Office.

16.

No Sails, Cables, Cordage, Copper, Iron, or other old or returned Stores, whether from Ships or from the Yard, are to be received by you into Store, until the Maſter Attendant or Maſter Shipwright in their reſpective departments, and the Clerk of the Survey, ſhall have carefully examined and charged you with them by a Note under their hands; nor ſhall any Article, returned to you as ſerviceable, be converted to an inferior uſe until it ſhall have been re-ſurveyed. All convertable Articles of Cordage, &c. are to be depoſited by themſelves apart from all other Stores; they are alſo to be tallied as to ſize and length, and arranged in ſuch a manner that any Article required may be brought forth with eaſe and diſpatch. Appendix, N° 17.

Inſtructions for the Storekeepers at His Majeſty's Dock Yards.

Appendix, N° 16.

17.

You are from time to time to iſſue all ſuch Stores as may be demanded of you by Note or Warrant under the hands of the Maſter Attendant or Maſter Shipwright, and the Clerk of the Survey, in conjunction with either of them; but without ſuch Warrant, unleſs you receive a ſpecial Order from this Board, or from the Reſident Commiſſioner, you are not to iſſue any Article of Stores whatever, Timber excepted.

18.

All Notes and Warrants for the iſſue or return of Stores ſhall be fairly written on the printed Forms, and none of them are to be made out on leſs than a quarter of a ſheet of paper; they ſhall expreſs the number and quantity of all Articles in words at length, and ſhall have no interlineation, eraſure, or other alteration made in them, which may affect either the number or the quantity.

19.

Before any Notes or Warrants ſhall be acted upon, they are to be regiſtered and numbered in your Office. They are then to be delivered in ſuitable paſteboard covers to the Clerks whom you may authorize to execute them, and who are to be reſponſible for the re-production of them to you in a fair and legible ſtate, without being folded, after having been ſolved, or having the mark of Delivery placed againſt the ſeveral Articles, ſtating in the Notes or Warrants the weight of ſuch as may be of Iron or Copper, or others which may be valued by weight; and to the performance of this ſervice, you are to give particular directions to your Clerks to pay the moſt ſtrict attention, as a material part of their duty.

20.

If it ſhould happen in iſſuing Stores, that owing to a deficiency of any Articles, or other cauſe, the full quantity demanded cannot be delivered, the quantity actually iſſued is to be inſerted in bold round figures in the column provided in the printed Form for that purpoſe, under the head of Deviations; and a Note under your hand of all ſuch deviations is to be tranſmitted by you at the end of each month, or oftener if required, to the Maſter Attendant, Maſter Shipwright, and the Clerk of the Survey, in order that they may correct the charge againſt the Service for which the Articles were intended.

21.

All Notes and Warrants, after having been acted upon, are to be taken out of the paſteboard covers, and arranged in *numerical* order monthly, in 3 Guard-books, one to contain the Maſter Attendants Extra and Ordinary Iſſues, one the Maſter Shipwrights Extra and Ordinary Iſſues, and one the Returns of Stores from Ships, and the Yard Service. And as the Officers of the departments in which the Notes and Warrants originate, ſhall at the concluſion of each month ſend to you a Memorandum, ſigned with their names at full length, mentioning the number of Notes and Warrants for Iſſues, and alſo a Memorandum of the number of Notes and Warrants for Returns that ſhall have been made out and delivered from their reſpective Offices in that month, you are to place thoſe Memorandums as the firſt leaves in the Guard-books, or other collections of Vouchers, to which they may reſpectively relate. If the Vouchers, when collected, ſhould not agree with the number ſo reported by the reſpective Officers to have been iſſued by them, or if any ſhould be loſt or miſlaid, you are to procure from the proper Office, copies to be placed inſtead of ſuch as may be miſſing, provided they may have been acted upon, but not otherwiſe; care being taken that all copies be ſpecially noted as ſuch; and if any of the Notes or Warrants ſo reported ſhould not have been completely acted upon in the

the month in which they may have been dated, you are to transfer them to a future month, noting ſuch transfer, and the cauſe of it, on the Officers Report, in which the Notes or Warrants not acted upon may be included.

Inſtructions for the Storekeepers at His Majeſty's Dock Yards.

22.

You are to allow the Timber Maſter to take away Timber of every kind for Converſion, from time to time, as he may think fit; but you are daily to require from him an Account of all the Timber ſo taken within the day, made out agreeably to the printed Form, ſpecifying the diſtinguiſhing number and year of each Log, together with the meaſured contents thereof, which ſhall be to you a ſufficient diſcharge for the ſame; and you are alſo daily to receive from the Timber Maſter an Account of the converſions of each day, conſidering yourſelf charged with the Articles contained in ſuch Account, and certifying to the Timber Maſter that it has been delivered into your Office. All converted Timber Materials taken from the Store for immediate uſe, are to be taken account of by perſons under your direction, who ſhall each be provided with two Books according to the eſtabliſhed Form, ſufficient to contain the iſſues for a month; and when the entries for a day have been made in one of theſe Books, and it has been ſigned by the Officers under whoſe immediate ſuperintendence the Materials are to be applied, and alſo the Timber Maſter, it is in the evening to be lodged in your Office, in order that the Expence may be abſtracted, and finally entered in the Quarterly Account of Stores, and the other Book belonging to ſuch individual is then to be delivered to him, for the purpoſe of his making in like manner the entries for the following day therein; ſo that one of theſe Books will be in uſe while the other is abſtracting. When theſe Books of Expence-notes are done with at your Office, they are to be ſent to the Maſter Shipwright, for enabling him to calculate the coſt of each work performed, and afterwards returned to you.

Appendix, N° 57.

Appendix, N° 58.

Appendix, N° 59.

23.

When any Articles of Stores, whether new or old, excepting Timber, ſhall be intended for converſion, the reſpective Officers to whoſe departments ſuch Stores may relate are to take them off your charge by Converſion-notes made out agreeably to the Form preſcribed, and without ſuch Note you are not to deliver any Article for converſion; nor are you to receive into your charge the Articles made or completed from any converted Stores, or the remains or ſurplus of ſuch Stores, whether ſerviceable or otherwiſe, without regular Notes from the ſaid Officers, ſpecifying the dimenſions of all Sails made, and the particulars of all other Articles.

Appendix, N° 16.

Appendix, N° 17.

24.

The original Notes for Stores delivered to Cabin-keepers are to be brought to account by you in the ſame manner as all other iſſues.

25.

From the rough Receipt-books, Monthly Sections of Stores received, and the Vouchers of Returns and Iſſues, you are to make out Quarterly Abſtracts according to the annexed Form; and at the end of each Quarter you are to enter the whole quantity of each Article, received or iſſued in that Quarter, into a complete Ledger, in which an Account of each ſpecies of Stores is to be kept in the manner of Debtor and Creditor; and an Abſtract of the Balances of theſe ſeveral Accounts is to be tranſmitted to this Office at the end of each Quarter, made out agreeably to the Form preſcribed.

Appendix, N° 62.

Appendix, N° 60.

Appendix, N° 61.

26.

You are as ſoon as may be after the expiration of each Quarter, and at all events, before the concluſion of the enſuing Quarter, to tranſmit to this

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this Office for examination all the rough Receipt-books, Monthly Sections of Receipts, and the Vouchers of Receipts and Iſſues for that Quarter, together with a correct Abſtract, and a Quarterly Balance, made out as directed by the preceding Article, but you are previouſly to take care that the Receiving Clerks do ſign the preſcribed Declaration at the end of each Receipt-book, and you, with the Clerk of the Check and the Clerk of the Survey, are to ſignify under your hands your opinion as to the truth of that Declaration. The Rigging Warrants, on account of their bulk, are not to accompany the other Vouchers, but you are to place in the Guard-book, inſtead of the Rigging Warrants, an Abſtract of them made out by you, and atteſted by the Clerk of the Survey, containing the particulars of the total quantities that may have been iſſued thereon. The Contractors Bills of Parcels or Invoices, and the Bills of Parcels for your purchaſes, are to accompany theſe Accounts, ſtitched together in the order in which the entries ſhall have been made in the Sections of the Receipts of Stores; but the whole of the Vouchers, together with the rough Receipt-books and Sections of Receipts, will be returned to you, whenever they ſhall have been examined at this Office.

Appendix, N° 49.

27.

If upon examining the Vouchers with the Abſtracts at this Office, any errors ſhould appear, they ſhall be immediately corrected on the face of the Accounts, and reported to you; and within one month after you ſhall have received ſuch Reports, you are to tranſmit to us a correct Quarterly Balance of all the Stores in your charge.

28.

Upon the diſcovery of any deficiency of Stores, you are not, without our ſpecial ſanction, to make up your Accounts with a view to alter the Balances, ſo as to make them agree with the actual Remains of any Article; but whenever any conſiderable difference ſhall appear, you and the other Officers are, after a full inveſtigation, to ſtate to us how the ſame ſhall have ariſen, and to propoſe in what way the neceſſary Credit or Charge ſhall be given or taken; always obſerving, that the authority which ſhall be given to you for reconciling any differences, whether ariſing from Leakage or any other cauſe whatever, is in every inſtance, without exception, to appear among the documents which you are to ſend Quarterly to this Office; and in order that ſuch differences may not long eſcape notice, you are at the end of each year to report to us the names of the Articles of which the actual Remains ſhall have been compared with the Quarterly Balances, and to ſtate the cauſe of ſuch compariſons not having taken place with regard to all other Articles, it being very deſirable that all the Magazines ſhould be ſo compared as frequently as circumſtances will allow.

29.

Particular care is to be taken that every Ship may have her full proportion of Stores on board before ſhe leaves the Port, and if the Captain ſhould refuſe to take the ſame on board, you are immediately to join the Clerk of the Survey, and the other proper Officers, in reporting the circumſtance to us; but you are not to iſſue any part of the Boatſwain's Sea Stores, notwithſtanding your having the uſual Warrant for that purpoſe, until you receive a Certificate, under the hand of the Captain or Commander, ſtating that all the running Rigging is actually reeved. All Stores ſent to a Ship in commiſſion, are to be accompanied with a correct Liſt of them under your hand, in order that the Officer into whoſe charge they ſhall be delivered on board, may ſee that all the Articles charged are actually received.

30. You

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30.

You are not to receive from a Ship any part of the Stores allowed her by the Eſtabliſhment, although the Captain or Commander may deem them ſuperfluous.

31.

When any Articles allotted to a Ship by the Eſtabliſhment, and warranted to be iſſued accordingly, cannot be ſupplied by you, a Bill of Credit according to the annexed Form, for ſuch deficient Articles, is to be given to the Ship, to authorize the iſſue of ſuch Articles at another Yard, and you are to tranſmit to us a particular Account of all Bills of Credit ſo given; but you are not, in any caſe whatever, to give a Bill of Credit for any Article that may be in ſtore. And when application ſhall be made to you from any Ship for Stores upon a Bill of Credit, you are to iſſue ſuch Stores, and to preſerve the Bill of Credit properly diſcharged, as your Voucher. Appendix, N° 63.

32.

Ships fitting for Service are to be ſupplied, from time to time, by the authority of the Commiſſioner, with Fathom-wood from the Yard; and the Purſers are to pay to the Clerk of the Check for the ſame, as well as for ſuch as ſhall have been ſupplied to the ſuperintending Maſters for the ſtowage of the Ships Holds, according to what the Maſter Shipwright and the Timber Maſter ſhall certify to be a fair and reaſonable price.

33.

You are to lay apart for Ships in good condition, all ſuch Boats, Anchors, Sails, and other Boatſwains and Carpenters Sea Stores as may belong to them, according to their reſpective Eſtabliſhments, conformably to the directions that have been, or may be given on that ſubject; and all Stores intended for each Ship bringing forward for Commiſſion, are to be immediately placed in the berth belonging to that Ship.

34.

When Stores are to be removed from your Yard to any other, the Maſter of each Tranſport, Storeſhip, or other Veſſel, on board of which ſuch Stores ſhall have been ſhipped, is to ſign your Tranſportation Account, and to receive from you a Bill of Lading, of which a duplicate is to be tranſmitted by you to this Office; and you are in all caſes to take particular care, that no Stores whatever be ſent from the Yard without a Bill of Lading, whether they are to be removed to another Yard as abovementioned, or to or for any other place or purpoſe. Appendix, N° 64. Appendix, N° 65.

35.

When you receive Orders for ſhipping Stores for any of the Eſtabliſhments abroad, you are to take the moſt particular care to ſelect for that purpoſe the beſt Articles of every kind, ſo as to prevent the diſagreeable conſequences which cannot fail to attend any diſappointment that may occur in this reſpect; and you are to tranſmit to us an Account according to the annexed Form, of all Stores which ſhall be ſo ſhipped. Appendix, N° 66.

36.

When you receive Stores from another Yard, you are to charge yourſelf with the ſame; and you are without delay to report to us all differences which may appear between the Bills of Lading ſent with ſuch Stores, and the Quantities, Weight, and Qualities of the Stores actually received by you, ſo that the Maſters of the Tranſports, &c. may be made to account properly for the Stores delivered into their charge; and the Bills of Lading from other Yards, with ſuch Stores, are to be annexed to the Monthly Sections of the Receipts of Stores.

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37.

You are to certify the tonnage of all Stores ſent to or received from other Yards in private Veſſels, in order that Freight may be paid accordingly.

38.

You are frequently to viſit all the Storehouſes, and other places in which Stores may be depoſited, in order to ſee that they be kept in good order and condition; and you are to agree with the Maſter Attendant in making ſuch arrangements reſpecting the Stores in his department, as may facilitate their iſſue upon the moſt ſudden demand; always obſerving, that as the Storehouſes are fitted with receiving and iſſuing Diviſions, ſuch careful order is to be made, as that the oldeſt Stores may be firſt uſed, and the Receipt Diviſion be immediately repleniſhed.

39.

You are to cauſe all Stores to be marked with the ⩚, or other eſtabliſhed mark, as ſoon as may be after they ſhall be delivered into your charge; and you are, on no Account whatever, to iſſue any Article until it ſhall have been marked accordingly.

40.

Whenever any Waſte or Embezzlement ſhall have been diſcovered in the Stores under your charge, you are immediately to report the ſame to us, and to uſe every means in your power to detect the cauſe; obſerving, that if you ſhould neglect to communicate every ſuch diſcovery to us, or if it ſhould appear that any ſuch Waſte or Embezzlement might have been prevented by a ſtrict diſcharge of your duty, the Articles ſo waſted or embezzled will be diſallowed in your Accounts, and the value of them ſhall be paid by you.

41.

You are to take care to ſtate to us, from time to time, when any Stores are likely to be wanted, conſulting for this purpoſe the Maſter Attendant and Maſter Shipwright, reſpecting the probable conſumption of the Yard, ſo that the Service may not ſuffer from the want or deficiency of any Article.

42.

You are to tranſmit to us, annually, Accounts of the actual ſtate of Foreign Stores, &c. made out agreeably to the annexed Forms, and ſpecifying the Quantities which may probably be expended in the two following years, without paying any regard to what may be in ſtore, or due from Contractors; and you are to conſult on this ſubject, with the Maſter Attendant and Maſter Shipwright, who are generally inſtructed to give you ſuch information relative to your charge, as may enable you, with the greater diſpatch and correctneſs, to make up the ſeveral periodical Returns required of you, or as may promote the good of the Service.

Appendix, N° 68. 69, 70, 71, & 72.

43.

When any Stores ſhall be ſent by Navy Tranſports from the Dock Yard, to be returned to the Contractors, you are to report the ſame to us, ſpecifying the Particulars and the Tonnage, in order that notice may be given to them to attend, and clear the Veſſels of ſuch Stores, as they will be charged for Demurrage in caſe of the Veſſels being detained by their neglect.

44.

When any Canvas or Hemp is ſhipped for the purpoſe of being converted by Contractors, out of the Yard, you are to ſend a Certificate thereof to the Cuſtom Houſe.

45. You

45.

Instructions for the Storekeepers at His Majesty's Dock Yards.

You are to put up in Lots for Sale, all old Rope, Canvas, and other Stores, which upon Survey by you, with the Clerk of the Survey, and other reſpective Officers, ſhall be found to be unſerviceable; taking care that no Article whatever be aſſigned for Sale, excepting ſuch as cannot be converted, or in any other way applied for the benefit of His Majeſty's Service; and that when Junk or Ropes ſhall be ſet apart for Sale, it be cut into pieces, not exceeding ſix feet in length. All ſuch Lots are to be kept in a Store or Stores, apart from any new or ſerviceable Articles; and you are to inſert in a Book the names of all the Men employed from the commencement to the completion of making up the Lots, ſo as to detect any negligence or collufion which may appear upon opening them, reporting to us when any conſiderable number of Lots ſhall have been collected. And, as a Check againſt improper practices in lotting Stores for Sale, it is to be obſerved, that two or three days before the Sale, one of the Lots at leaſt, taken promiſcuouſly from the whole, ſhall be opened and examined in the preſence of you, and one or more of the other principal Officers, in order to ſee if any thing be contained therein of a quality or value ſuperior to what is deſcribed in the Inventory or original Account rendered by the Clerk who may have lotted the Stores; and you are alſo to obſerve, that all Lots ſold by weight, are to be conſidered according to their actual weight, without any allowance for the turn of the ſcale. If the examined Lot or Lots ſhould be found to differ in any reſpect from the Inventory, more ſhall be examined for the ſame purpoſe; and the reſult of the ſaid examinations, whether of one or more Lots, ſhall be reported to us by you, with ſuch Obſervations on the ſubject as you and the other Officers may judge proper.

46.

You are, in rotation with the Clerk of the Check and Clerk of the Survey, to attend the delivery of Lots of old Stores ſold in the Yard; taking care that no Lot be delivered unleſs you or one of thoſe Officers be actually preſent.

47.

You are to communicate with the Timber Maſter from time to time, as may be requiſite, in all caſes which may have relation to Timber, and you are to afford him every facility in the due execution of the duty committed to his care.

48.

You are, with the Maſter Attendant and Maſter Ropemaker, on or before Saturday in each week, to make arrangements reſpecting the ſpecies, ſizes, and quantities of Cables and Cordage to be made in the enſuing week, in proportion to the means of the Rope-yard, and to the known or probable wants of the Service.

49.

You are to receive and charge yourſelf with all Packages, ſent with the Furniture of Officers removed from other Yards to that at which you may reſide.

50.

For the purpoſe of aſſiſting you in the care of Timber, you are to employ Quartermen and Artificers, who may be of good character, though incapable, from infirmity, of earning by manual labour the wages allowed to perſons in their reſpective Claſſes, and you are to demand from the Maſter Shipwright, a Liſt of all perſons of that deſcription belonging to the Yard, from which Liſt you are to ſelect and recommend to us ſuch as you may judge neceſſary for the Service of your Department, in order that, if we ſee no objection, we may cauſe them to be placed under your direction accordingly, with ſuch wages as we may think proper. You are

in

Inſtructions for the Storekeepers at his Majeſty's Dock Yards.

in like manner, to ſelect from among the Labourers of the Yard all ſuch perſons as you may judge proper to be employed in the Storehouſes, taking the moſt particular care that none be choſen for this purpoſe, excepting ſuch as, upon enquiry of the reſpective Officers under whom they may have ſerved, ſhall appear to you to be truſt-worthy, and fit for the ſituation for which they ſhall be intended. You are to make application to the Maſter Shipwright for the Labourers who ſhall be ſo ſelected by you, and to report to us their names for our approval; but you are to obſerve, that before any perſon ſhall be employed in your Department, he muſt give Bond, with a reſponſible Surety, in the ſum of £. 50. for his faithful Service; and when at any time you may require more Labourers for the Service of the Storehouſes than thoſe properly belonging to them, you are to repreſent the ſame to the Commiſſioner, who will order ſuch number of the Labourers of the Yard to be put under your direction for the occaſion, as the caſe may require.

51.

You are to ſee that all perſons employed under you do ſtrictly attend to their duty; and in caſe of your obſerving any Man to be negligent in the performance of it, you are, by a Note, to inform the Clerk of the Check thereof, in order that he may be checked accordingly.

52.

Upon your being appointed to the Office of Storekeeper, you are immediately, in conjunction with the Clerk of the Survey, and your own Chief Clerk (in behalf of your predeceſſor, in caſe the Service ſhould not admit of his attendance) together with ſuch perſons as may be ſent from this Office, to take a complete Survey of all the Stores in the Yard, in order that you may be regularly charged with them, and become reſponſible for the ſame.

53.

In all caſes, in which the ſignature of the Clerk of the Survey or other principal Officer is required, for an authority to you either to receive or to iſſue Stores, you are to obſerve, that if any of thoſe Officers ſhould be abſent on leave, the ſignature of the Chief or Senior Clerk, or other perſon authorized to act for him, is always to be taken.

54.

No Artificer or Workman, of any deſcription, is to be employed by you, or by any other Officer or Perſon belonging to the Yard, on any private buſineſs or concern whatever.

55.

A printed Copy of the Admiralty-Order concerning Embezzlements, is conſtantly to be hung up in the moſt conſpicuous part of your Office.

56.

You are to keep in your Office a correct Journal of all the principal tranſactions in the ſeveral branches of your department.

57.

You are to pay a moſt particular attention to the regular tranſmiſſion of all the periodical returns to this Board, and a Liſt of them is to be conſtantly hung up in your Office. Appendix, N°138.

58.

You are to ſign all Accounts and Reports relative to your department, and alſo all others in which it may be your duty to join, previouſly to their tranſmiſſion to us; and if you ſhould decline to ſign any ſuch Accounts or Reports

Reports from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

Inſtructions for the Storekeeper's at His Majeſty's Dock Yards.

59.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them; and you are to take care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

60.

You are not to have any extra allowance for ſubſiſtence or travelling, while employed within the limits of the Port, but when on duty beyond thoſe limits, you will be allowed after the rate of Ten Shillings per-diem, if employed afloat; and after the rate of Fifteen Shillings per-diem, if travelling on ſhore, in addition to your actual carriage-hire.

61.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the ſervice of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you to demand or receive, or any other perſon for you, under any name, promiſe, or pretence whatever, any Perquiſite, Fee, Gratuity, or Reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a Principal or as an Agent, with any part of your Public Duty, or having buſineſs to tranſact either at the Yard, or at this Office; nor are you, or any perſon in your behalf, to receive any Fee, Gratuity, or Reward, whatſoever, for the nomination or appointment of any Clerk or perſon to be employed in any capacity in the Yard. To this effect, you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

Appendix, N° 2.
Appendix, N° 3.

62.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and to the ſubſequent appointment of this Board; their attention is to be conſtant and unremitting to their ſeveral duties; and in caſe any of them ſhould require leave of abſence, and the Service may admit of it, you are to certify the ſame to the Commiſſioner for his approval.

63.

Although you are authorized, in ſome caſes, to depute your Clerks to act for you, yet you are to obſerve, that you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your Office; and it is therefore expected that on all occaſions you are, if poſſible, perſonally to attend the Services carrying on, giving, in caſe of more than one Service being in execution at the ſame time, the preference to that which you may conſider of the moſt importance: and if you ſhould at any time meet with difficulty or obſtruction in carrying on any part of the duty intruſted to your care, or ſhould diſcover miſconduct or irregularity in any Clerk or other perſon employed in your Department, you are immediately to report the circumſtance to the Reſident Commiſſioner.

Inſtructions for the Storekeepers at His Majeſty's Dock Yards.

64.

You are not on any account, or under any pretence whatever, to deviate from theſe Inſtructions without our authority, or that of the Reſident Commiſſioner, by Warrant under his hand, and you are to obſerve, that all Orders for this purpoſe which you may receive from the Commiſſioner, are to be conſidered as temporary only, and to be reported by you by the firſt poſt afterwards to this Board.

Given under our hands at the Navy Office, this

INSTRUCTIONS FOR THE CLERKS OF THE SURVEY AT HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

1.

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

YOU are to make the houſe allotted you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch directions as may be given by us, or by the Reſident Commiſſioner, relating to the ſeveral duties of your Office; and you are not to remain out of the Yard during the night without leave from us, or from the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your Department, will be ſent open, under cover, to the Reſident Commiſſioner; and therefore every morning, as ſoon as may be, after he ſhall have received his diſpatches, you are, upon being ſummoned, to attend with the other principal Officers of the Yard at the Commiſſioner's Office, where you are to hear the public Orders, Warrants, and Letters read, to the end, that ſuch explanation and diſcuſſion may immediately take place as the ſeveral caſes ſhall require. And all Reports from you and the other Officers of the Yard, are in like manner to be tranſmitted, unſealed, through the Reſident Commiſſioner's Office to this Board.

3.

You are to take copies of all Orders that may relate to your Department, and to enter them in Books, which are to be kept in your Office for that purpoſe, and to be preſerved for the information of your ſucceſſor; obſerving, that Standing Orders are to be entered in a Book by themſelves, and thoſe of an occaſional nature in another; and you are to mark the originals with your initials, and to note thereon the time when they were received at your Office, and when ſent from thence. You are alſo to enter in a Book all Contracts, of which copies ſhall be ſent to you from this Office, for the ſupply of Stores of all kinds for the uſe of the Yard.

4.

You are, with the Clerk of the Check, the Storekeeper, or Clerk of the Rope-yard, and the other reſpective Officers and Maſters of Trades, carefully to inſpect the quality and dimenſions of all Stores, Articles, and Materials of every kind, which may be delivered into ſtore, as well as of all works performed by Contract; and you are to join with thoſe Officers in rejecting all Articles which may not be in every reſpect agreeable to Contract,

Contract, or in fixing Abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles, as the ſame ſhall appear in comparing them with the Patterns delivered, or with the deſcriptions given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied; and if it ſhould appear to you and the other Officers, that the Prices charged for any Articles are too high, you are to report the ſame to us. For this purpoſe it is highly neceſſary that you ſhould make yourſelf converſant with the ſigns and qualities of Hemp, and all other Articles uſually purchaſed for the Service of the Yard.

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

5.

When any Stores are to be received, you, with the Clerk of the Check and the Storekeeper, or the Clerk of the Rope-yard, as the Stores may relate to them reſpectively, or at leaſt one of you, and a Clerk from each of your Offices, are conſtantly to attend. Each of the Clerks preſent on ſuch occaſions ſhall have a rough Book, in which he is to take account of the particulars of each draught of the ſcale with reſpect to the Articles received by weight, the amount of each tale of the Articles received by number, and the dimenſions or contents of each Piece received by meaſure. The Clerks are alſo to note in their rough Books the total quantity of each day's receipt of all Articles reſpectively; and before they ſeparate, they are to ſign the Entries of the day in each others rough Books. The Officers attending on all ſuch occaſions ſhall alſo ſign each particular Receipt in the rough Books, prefixing the word "Preſent" againſt each of their reſpective ſignatures.

6.

No Timber is to be received until it ſhall have been meaſured; and on receiving notice from the Aſſiſtant to the Maſter Shipwright acting as Timber Maſter, that any Timber is ready for meaſurement and receipt, you are to attend yourſelf, or to ſend a Clerk, choſen each day by lot, or by ſome uncertain mode of ſelection, to witneſs the meaſurement of each Piece by the Timber Maſter, or to meaſure it yourſelf, if you ſhould ſee occaſion.

7.

On the receipt of Timber, you are to cauſe an Account thereof to be taken on the ſpot, ſpecifying particularly the contents of each Log, whether ſided or rough, and filling up the printed Forms prepared for that purpoſe. At the time of beginning each Receipt, you are to write acroſs the columns the Names of the Contractor and the Purveyor, with the date of the Contract or Warrant, and at the end of each Receipt, your Clerk who ſhall have attended is to add the date, and his ſignature. You are to take a preſſed copy of every ſuch Account, and to ſend the ſame to the Reſident Commiſſioner always on the day in which the Timber ſhall have been received.

Appendix, N° 40, 41, 42, 43, 44, 45, 46, & 47.

8.

The Entries of the Receipt of Stores in your Office ſhall be kept in fair Books of Receipts, expreſſing in words at length, the denomination, number, and weight, of all Articles received; the time of receiving them; from whom, and by what Ship or Veſſel; and the date of the Warrant, Contract, or Order, by which they may be received. All the Entries in the fair Receipt-books in your Office, and in that of the Clerk of the Check, with the Sections in the Office of the Storekeeper or of the Clerk of the Rope-yard, are, at the end of each month, or oftener if neceſſary, to be compared by the Chief Clerks in the ſeveral branches concerned, who ſhall put their initials, to teſtify their examination.

9. When

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

9.

When a rough Abſtract ſhall have been ſent from the Clerk of the Check, of the Stores ſupplied or Works performed by any Contractor or other perſon, you are to cauſe ſuch Abſtract to be examined in every particular by the Contract, and by the fair Receipt-book, but by no means from the rough Book; and, if found to be correct, you are to return the ſame with your ſignature. When the fair Certificate ſhall have been made out, you are to examine it with the Abſtract, and then, with the other Officers to whoſe Department the Stores or Works may ſeverally relate, you are to ſtate under your hand upon the back of the Certificate, its agreement, or otherwiſe, with the Contract or other authority by which ſuch Stores or Works may have been received or performed. The laſt Officer who may ſign each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature alſo, as a proof of its having undergone his inſpection; and the Commiſſioner will then tranſmit the ſame to this Office.

Appendix, N° 48.

10.

The rough Receipt-books for every Quarter are to be tranſmitted to this Office, as ſoon after the expiration of each Quarter as may be, and at all events before the concluſion of the enſuing Quarter; but the Receiving Clerks are previouſly to ſign the preſcribed Declaration at the end of each Receipt-book; and you, with the Clerk of the Check and the Storekeeper, are to ſignify under your hands, your opinion as to the truth of that Declaration: the rough Receipt-books, after being examined in this Office, will be immediately returned to you.

Appendix, N° 49.

11.

When it ſhall be required to iſſue any Articles in the Storekeeper's charge, Notes warranting the iſſue of ſuch Articles, are in all caſes to be made out in your Office, agreeably to ſuch demands, in writing, as may be produced to you, ſigned by the Maſter Attendant or Maſter Shipwright, according to the nature of the Stores to be iſſued, and ſpecifying the particular Services for which the ſaid Stores may be required. All demands ſo produced to you are to be carefully preſerved as your authorities for the Notes made out on the Storekeeper in conſequence of them; and you are to obſerve, that there muſt be a ſeparate Note for each particular Service, and for each particular Officer; and that each Note is to be fairly written on the printed Form preſcribed, and on not leſs than a quarter of a ſheet of paper. Every Note ſhall be dated, and ſhall expreſs the number and quantity of all Articles in words at length, and ſhall have no interlineation, eraſure, or other alteration made in it, which may affect either the number or quantity.

Appendix, N° 16.

12.

All ſuch Notes are regularly to be entered under the proper heads of Expence, in Books which are to be kept in your Office for that purpoſe; and after being ſo entered, you are to ſign them, and forward them to the Maſter Attendant or Maſter Shipwright, by one of whom it is neceſſary they ſhould alſo be ſigned, according as the Stores demanded may relate to their reſpective Departments.

Appendix, N° 76.

13.

You are to take particular care that each perſon, to whom any Stores may be warranted to be iſſued, ſhall be regularly charged therewith in the proper Books in your Office, ſo that he may be made to account fairly and fully for the ſame; and in order that no more than the quantities actually iſſued may be charged, the Storekeeper is at the end of each month, or oftener if required, to report to you, by a Note under his hand,

the

the quantities of Articles, which, from a deficiency of Stores, or other cauſe, may happen to be delivered ſhort of the quantities warranted.

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

14.

When the Clerk of the Rope-yard ſhall have made a demand to you in writing, under his hand, for Tallow, Oil, Woolers, or any other Articles of Stores required for the uſe of the Rope-yard, you are to join with the Maſter Attendant in ſigning proper Notes to warrant the Storekeepers iſſue of ſuch Stores.

15.

You are once in every month, or more frequently if you ſhould judge it neceſſary, to take a ſurvey of the remains of Stores iſſued for the current Service of the Yard. The iſſues or Expences from the Store-cabins ſhall be examined by the Maſter Attendant and Maſter Shipwright, at leaſt once in every week, and after their approval of the ſame, each for thoſe relating to his Department, you are to make an Abſtract thereof, together with the Supplies, and the former remains, ſo as to be enabled to judge how far the Accounts may have been fairly kept; and if any material difference ſhould appear, you are immediately to report it to the Commiſſioner. But whatever deficiencies, however trifling, may be diſcovered on thoſe occaſions, are to be duly noticed in your Office, and an Account of them, with the names of the parties concerned, is to be tranſmitted to this Board at the end of every ſix months, for our determination thereon.

16.

You are in like manner, at leaſt once in every year, to take a ſurvey of all the Stores not for current Service iſſued, and on the charge of different perſons, and to ſee that the ſeveral Articles are forthcoming, reporting any deficiency to the Commiſſioner, as directed in the preceding Article, with the reaſons aſſigned for ſuch deficiency; and you are to obſerve, that all Articles iſſued for Moorings of every deſcription are to remain charged againſt the Maſter Attendant until they ſhall be regularly returned into ſtore.

17.

When a Ship is bringing forward for Commiſſion, you are to apply to the Maſter Shipwright, in order to aſcertain the probable time when ſhe may be completed; and that there may be no delay in providing and fitting the Rigging and Stores, you are, in conjunction with the Maſter Attendant and Maſter Shipwright, in their reſpective Departments, to warrant the iſſue of all Boatſwains and Carpenters Sea Stores, Rigging, and Ground Tackle, agreeably to the Eſtabliſhment.

Appendix, N° 18.
Appendix, N° 20.

18.

When any Ship, not included in the Eſtabliſhment, ſhall be fitting, you are, with the Maſter Attendant and Maſter Shipwright, to propoſe to us the Furniture, Stores, &c. which ſhall appear to be neceſſary, adapting them to the Service for which the Ship may be intended.

19.

Particular care is to be taken, that every Ship may have her full proportion of Stores on board before ſhe leaves the Port; and if the Captain ſhould refuſe to take the ſame on board, you are immediately to join the Storekeeper, and other proper Officers, in reporting the circumſtance to us; but the Storekeeper is not to iſſue any part of the Boatſwain's Sea Stores, notwithſtanding his having the uſual Warrant for that purpoſe, until he ſhall have received a Certificate under the hand of the Captain or Commander, ſtating that all the running Rigging is actually reeved.

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

20.

You are not to make out a Warrant for the return from a Ship of any part of the Stores allotted to her by the Eſtabliſhment, although the Captain or Commander may deem them ſuperfluous, unleſs you receive a ſpecial Order from us for that purpoſe.

21.

You are to require the Boatſwains and Carpenters of His Majeſty's Ships, and the Commanders, where no ſuch Officers are borne, to ſign the Account of Stores committed to their charge reſpectively, as entered in your Books; and you are to give to each of them a clear and correct Account of his particular charge under your hand; taking ſpecial care that every ſuch Account be read to the Officer before he ſhall be required to ſign the Books.

Appendix, N° 77.

22.

When any of His Majeſty's Ships ſhall be in readineſs to put to Sea, you are to have prepared a complete Survey-book, containing the dimenſions of Maſts and Yards, dimenſions and wear of Sails, ſize and length of Rigging, Blocks, &c. and alſo an Account of all the Stores committed to the charge of the Boatſwain and Carpenter, which Book is to be delivered to the Commander, who, by his Inſtructions, is directed to apply to you for the ſame.

Appendix, N° 77.

23.

You are to join one of the Aſſiſtants to the Maſter Shipwright, or the Foreman afloat, in ſurveying the Lights of every Ship after having been fitted, and to examine if all the glaſs demanded out of Store for the Ship has been uſed and properly applied, in order that the Carpenter may be charged therewith.

24.

Before any Ship leaves the Port, you are to take care that the Boatſwain and Carpenter do return all the Harbour Boats, Oars, and other Stores which they may have been charged with for Harbour Service or otherwiſe; and in default thereof, you are to tranſmit an Account to us, in order that the value may be charged againſt their wages; but ſuch Articles as they may not return, are by no means to be added to their charge of Sea Stores.

25.

On the arrival of any Ship in Port to refit, you are, in order to prevent as much as poſſible repeated demands of Stores for the ſame Ship, to require from the Commander one general demand, certifying the actual remains on board, and when laſt ſupplied, for all the Boatſwain's Stores wanted; and a ſimilar demand for the Carpenter's Stores, ſigned reſpectively by thoſe Officers, and approved by the Captain or Commander. Upon being furniſhed with ſuch demands, you are to make out Notes to the Storekeeper for the delivery of ſuch part of the Stores demanded, as may be agreeable to the Eſtabliſhment; but if any Articles be demanded not according to the Eſtabliſhment, you are not to make out any Notes for ſuch Articles without authority from under the hand of the Reſident Commiſſioner, or from us. And if the expenditure of Stores ſhould appear to have been very conſiderable ſince the laſt ſupply, you are to point out the ſame to the Reſident Commiſſioner, who will note his approval, or otherwiſe, of the demand. An Account, agreeably to the annexed form, of all the Stores which ſhall be thus iſſued in each month, is to be tranſmitted by you to this Office regularly at the end of that month.

Appendix, N° 78.

Appendix, N° 76.

26. When

26.

Instructions for the Clerks of the Survey at His Majesty's Dock Yards.

When a Ship is to be paid off, and the Captain or Commander ſhall have reported her clear, you are, with the Maſter Attendant and Maſter Shipwright, or of one of his Aſſiſtants, to go on board and minutely examine all the Store-rooms, Holds, Magazines, and every other part of the Ship, in order to aſcertain that no Stores or Articles of any kind be concealed, or otherwiſe left on board, excepting ſuch as ought properly to remain; obſerving, that no Rigging or Stores of any other kind, not immediately neceſſary for a Ship in ordinary, are to be left on board. If on ſuch examination, any unneceſſary Article ſhould be found, you are to cauſe the ſame to be forthwith landed, and placed with the other Stores of the Ship; and in caſe of any concealment being diſcovered, you are immediately, with the other Officers above-mentioned, to report the circumſtance to us, ſpecifying the quantity and quality of the Stores ſo found, and the manner in which they were hidden. When the Ship ſhall have been thus examined, and all the Stores have been landed, you are, with the Maſter Attendant and Maſter Shipwright, to grant to the Captain or Commander a Certificate, that all the Furniture and Stores have been duly returned, and that the Ship is left in a clean and proper ſtate; and, until the production of ſuch Certificate to the Reſident Commiſſioner, the Ship is not to be paid off. Appendix, N° 23.

27.

All Boatſwain's and Carpenter's Stores and Furniture landed from a diſmantled Ship, are, with as little delay as poſſible, to be carefully ſurveyed by you, the Maſter Attendant, and Maſter Shipwright, in their reſpective Departments; and in your ſurvey, you are to inſert the full quantity of each particular kind, whether exceeding the charge of the reſpective Officers, or not; always aſcertaining what the ſurplus Articles (if any) conſiſt of, by comparing the Officers Working-abſtracts with the remains by the ſurvey. Every ſuch ſurvey is to be ſigned in the Survey-book by you and the Maſter Attendant, reſpecting Stores in the charge of the Boatſwain, and by you and the Maſter Shipwright, reſpecting Stores in the charge of the Carpenter; and you will obſerve, that you are to ſpecify particularly therein the ſtate and condition of each Sail, parcel of Cordage, or other Article, whether ſerviceable, unſerviceable, decayed, or one-eighth, one-fourth, one-third, one-half, two-thirds, or three-fourths worn, as the caſe may be; and to expreſs for what Service they ſhall reſpectively appear to be applicable. You are alſo to take care that all the Stores ſo remaining and ſurveyed, whether ſurplus or otherwiſe, ſhall, by Notes from you in conjunction with the Maſter Attendant or Maſter Shipwright, each in their reſpective Departments, be returned into the Storekeepers charge without delay. Appendix, N° 19. Appendix, N° 21.

28.

When a Ship ſhall have been diſmantled and paid off, you are to charge the Boatſwain and Carpenter with all ſuch Articles as may remain on board in their reſpective Departments, including Cabins, Locks, Keys, and all other conveniencies, requiring them to ſign the Accounts thereof in your Books and giving them copies under your hand of ſuch Accounts reſpectively. You are alſo to furniſh the Maſter Attendant with copies of ſuch Accounts, which are to be hung up in ſome conſpicuous part of the Ship. Appendix, N° 6.

29.

As ſoon as poſſible, after a Ship ſhall have been paid off, you are to ſtate the Accounts of the Boatſwain and Carpenter, and in ſo doing, you are particularly to enquire into all converſions or expence of Stores, and to aſcertain to the utmoſt of your ability, whether every thing be fair, and agreeable to the Accounts rendered to you, conſulting with the Maſter Attendant Appendix, N° 79.

and

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

and Maſter Shipwright in all ſuch examinations and enquiries. You are firſt to make out the Charge againſt each Officer from the various documents produced to you, diſtinguiſhing every voluntary charge by the letters V. C. and then to abſtract the Expence, Returns, and Loans, and ſtrike the balance on comparing the total of the credits with the total charge. You are not however to allow any Account to be adjuſted unleſs the firſt charge and ſurvey remains be produced to you, properly atteſted; nor are you to allow large Cables and Cordage to be blended with ſmall (excepting as to a difference of one inch) but carefully to balance each ſort and ſize ſeparately and diſtinctly. When, upon the reviſion of an Officer's Accounts, deficiencies ſhall appear therein, you are to certify at the end of the ſtated Account, that a reviſion has actually taken place, and that the deficiencies of Stores are really as ſtated; taking care to cauſe your Clerks who ſhall have reviſed the Account, to put their initials at the left-hand corner of the Certificate, before you ſign it. When theſe Accounts ſhall have been thus ſtated, and ſigned by you, you are to ſend the Boatſwain's to the Maſter Attendant, and the Carpenter's to the Maſter Shipwright, who are reſpectively to ſign the Certificates at the end of thoſe Accounts, previouſly to their tranſmiſſion to this Office, or otherwiſe to accompany them with a Statement in writing of their objections to them.

30.

If, on the examination of the Account of Boatſwains or Carpenters, any Stores ſhould appear to have been ſupplied to private Ships or Veſſels, whether hired in the ſervice of Government or otherwiſe, or to Ships belonging to Foreign Powers, or if it ſhould in any other way come to your knowledge that any Stores have been ſo ſupplied from any of His Majeſty's Ships, you are immediately to tranſmit to us, by Letter, an Account of all ſuch Stores, and of their value, with ſuch per-centage added thereto as may from time to time be eſtabliſhed by us; and you are to note againſt the Entry of Loans in Officers ſtated Accounts, the dates of your Letters to us on the ſubject.

31.

Appendix, N° 80, 81, & 82.

You are to tranſmit to this Office, at the end of each month, ſeparate Accounts of all Stores iſſued from the Yard in that month to Tranſports, hired Veſſels, or Merchants Veſſels, ſtating the value thereof, and the reaſons for their being ſupplied.

32.

The Clerk of the Rope-yard is to deliver to you, monthly, an Account of all the Cables, Cordage, Lines, and Twine, delivered to the Storekeeper from the Rope-yard in the preceding month; and, upon the receipt of ſuch Account, you are immediately to charge the Storekeeper, by Note, with the ſeveral Articles therein contained.

33.

Appendix, N° 16.

When any articles of Stores, whether new or old, excepting Timber, ſhall be intended for converſion, you, and the reſpective Officers to whoſe Department ſuch Stores may relate, are to take them off the Storekeeper's charge by Converſion-notes, made out agreeably to the form preſcribed; and you are to cauſe the ſeveral perſons to whom ſuch Stores ſhall be delivered, to be charged therewith. And in like manner, all Articles made or completed from any converted Stores, together with the remains or ſurplus of ſuch Stores, whether ſerviceable or otherwiſe, are to be charged to the Storekeeper, and taken off the charge of the perſons who had them for converſion, by regular Notes under your hand, and that of the Maſter Attendant or Maſter Shipwright, as the caſe may relate to their reſpective Departments,

Appendix, N° 17.

ments, ſpecifying the dimenſions of all Sails made, and the particulars of all other Articles, according to the Accounts which ſhall be rendered to you weekly by the Maſter Sailmaker and other Maſter Workmen. Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

34.

No Sails, Cables, Cordage, Copper, Iron, or any other old or returned Stores, whether from Ships or from the Yard, are to be delivered into Store, until you and the Maſter Attendant or Maſter Shipwright for their reſpective Departments, ſhall have carefully examined them, and charged the Storekeeper with them by a Note under your hands; nor ſhall any Article, returned as ſerviceable to the Storekeeper, be converted to an inferior uſe until it ſhall have been re-ſurveyed. Appendix, N° 17.

35.

All Notes for Returns and Converſions of Stores, agreeably to the preceding Articles, are to be made out and copied in Books, to be kept in your Office for that purpoſe, previouſly to your ſending them to the Maſter Attendant or Maſter Shipwright for their ſignatures. Appendix, N° 83.

36.

You are, with the Maſter Attendant, Maſter Shipwright, and Storekeeper, to make timely demands for all Stores and Materials likely to be required for the uſe of the Yard, in order that the Service may not ſuffer from the want or delay of any Article.

37.

You are, with the Maſter Attendant and Maſter Shipwright, when you ſhall be directed, to ſurvey all Ships and Veſſels tendered to Government for purchaſe or hire; and when any Ship ſhall have been approved of, you are to cauſe an Inventory to be taken of ſuch part of the Furniture and Stores as it may be judged proper to receive with her, and to value the ſame to the beſt of your ability; calling on the Maſter, Workmen, and others, in the different branches, for ſuch advice and aſſiſtance as you may deem neceſſary. When any Ship or Veſſel, thus propoſed to be purchaſed or hired, ſhall be in the River Thames, the Report of the Survey is immediately to be ſent to this Board, and a profeſſional Member thereof, if intended to ſerve as a Ship or Veſſel of War, ſhall forthwith examine her, and certify on the Report of Survey his approval, or otherwiſe, for our determination thereon; but when any ſuch Ship or Veſſel ſhall be at a Port where there is a Reſident Commiſſioner, the report of the Survey is to be made to him, who is, in the manner before-mentioned, to examine the ſame, and to certify his approval, or otherwiſe, on the report of Survey, and tranſmit it to us for our determination.

38.

You are carefully to take an Account of all Lots of old Stores intended for public Sale, and, as a Check againſt improper practices in making up the Lots, two or three days before the Sale, one of the Lots at leaſt, taken promiſcuouſly from the whole, ſhall be opened and examined in the preſence of the Storekeeper, and you, or any other one or more of the principal Officers, in order to ſee if any thing be contained therein of a ſuperior quality or value than is deſcribed in the Inventory or original Account rendered. And you are to obſerve, that all Lots ſold by weight are to be conſidered according to their actual weight, without any allowance for the turn of the Scale. If the examined Lot or Lots ſhould be found to differ in any reſpect from the Inventory, more ſhall be examined for the ſame purpoſe, and the reſult of the ſaid examinations, whether of one or more

Inſtructions for the Clerks of the Survey at His Majeſty's Dock Yards.

Lots, ſhall be reported to us by the Storekeeper, with ſuch obſervations on the ſubject as you and the other Officers may judge proper.

39.

You are, in rotation with the Clerk of the Check and the Storekeeper, or the Clerk of the Rope-yard, in their reſpective Departments, to attend to the delivery of Lots of old Stores ſold in the Yard; and no Lot is to be delivered unleſs you, or one of thoſe Officers, be actually preſent.

40.

You are, with the Maſter Attendant and Maſter Shipwright, to prepare and tranſmit to us, each year, on the laſt Wedneſday in the month of September, Eſtimates of the probable Expence, for the following year, of the Hulls, Maſts, Yards, Furniture, and Stores for His Majeſty's Ships at your Port, under the head of Extra, and alſo of the expences on the heads of Ordinary, and Wear and Tear; and at the end of each Quarter, you are to tranſmit to us Accounts of the actual Expence incurred on each Ship in the Quarter, for Hulls, Maſts, Yards, Furniture and Stores, under the heads of Extra, and Wear and Tear, and alſo the Expences of the Ordinary, which you are, conjointly with the Officers above-mentioned, to aſcertain, each in his reſpective Department, by valuing all the Articles iſſued under the ſeveral above-mentioned heads, and returned therefrom by Note from your Office. You are alſo at the end of each year to tranſmit to us Accounts, containing the Expences incurred in each Quarter, with the total amount of the whole; and a Statement of the differences between the expences and the ſums granted for thoſe Services, and the reaſons for any exceeding or falling ſhort of the ſame, as the caſe may be.

Appendix, Nos 84, 85, & 86.

Appendix, Nos 87, 88, & 89.

Appendix, Nos 90. 91, & 92.

41.

You are to keep an Account of what Iron Ballaſt may be added to, or reduced below the common Eſtabliſhment, in all His Majeſty's Ships fitted at your Port, and tranſmit the ſame to us Quarterly, with the authority by which it has been done.

Appendix, No 93.

42.

You are to keep an Inventory of all the Fixtures and Furniture, the property of His Majeſty, in the houſes and offices of the ſeveral Officers in the Yard; for which purpoſe, the ſeveral Maſter Workmen will furniſh you with an Account of any Alterations or Repairs made therein; and, on the death or removal of an Officer, you are to take care that every Article be left, or properly accounted for, and that the ſucceſſor do give a Receipt for all Articles delivered to him, which are to remain as a charge againſt him.

43.

Upon the appointment of a Storekeeper, you are immediately, in conjunction with the perſon ſo appointed, and with the Chief Clerk in his Office (in behalf of his predeceſſor) in caſe the Service will not admit of his attendance, together with ſuch perſons as may be ſent from this Office, to take a complete Survey of all the Stores in the Yard, in order that the ſaid new Storekeeper may be regularly charged therewith, and become reſponſible for the ſame.

44.

When a Warrant Officer of any Ship in your Port, whether in Commiſſion or in Ordinary, ſhall die or be removed, you are to ſurvey the Stores in the charge of ſuch Officer, and to give them over in charge to his ſucceſſor.

45. No

Instructions for the Clerks of the Survey at His Majeſty's Dock Yards.

45.

No Artificer, or Workman of any deſcription is to be employed by you or by any other Officer or Perſon belonging to the Yard, on any private buſineſs or concern whatever.

46.

A printed Copy of Regulations, tending to guard againſt the evils ariſing to Officers from not tranſmitting in due time the Books and Papers for paſſing their Accounts, is conſtantly to be hung up in the moſt conſpicuous part of your Office.

47.

You are to keep in your Office a correct Journal of all the principal Tranſactions in the ſeveral branches of your Department.

48.

You are to pay a moſt particular attention to the regular tranſmiſſion of all the periodical Returns to this Board; and a Liſt of them is to be conſtantly hung up in your Office. Appendix, N°180.

49.

You are to ſign all Accounts and Reports relative to your Department, and alſo all others in which it may be your duty to join, previouſly to their tranſmiſſion to us; and, if you ſhould decline to ſign any ſuch Accounts or Reports from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

50.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them; and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

51.

You are not to have any extra allowance for ſubſiſtence or travelling, while employed within the limits of the Port, but when on duty beyond thoſe limits, you will be allowed after the rate of Ten Shillings per-diem, if employed afloat; and after the rate of Fifteen Shillings per-diem, if travelling on Shore, in addition to your actual carriage-hire.

52.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the ſervice of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you to demand or receive, or any other perſon for you, under any name, promiſe, or pretence whatever, any Perquiſite, Fee, Gratuity, or Reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a Principal or an Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or this Office; nor are you, or any perſon in your behalf, to receive any Fee, Gratuity, or Reward whatſoever, for the nomination or appointment of any Clerk or perſon to be employed in any capacity in the Yard. To this effect you as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever. Appendix, N° 2. Appendix, N° 3.

53.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and ſubſequent appointment of this

Inſtructions for the [illegible]ey

this Board. Their attention is to be conſtant and unremitting to their ſeveral duties; and in caſe any of them ſhould require leave of abſence, and the Service may admit of it, you are to certify the ſame to the Commiſſioner for his approval.

54.

Although you are authorized, in ſome caſes, to depute your Clerks to act for you, yet you are to obſerve, that you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your Office; and it is therefore expected, that on all occaſions you are, if poſſible, perſonally to attend the Services carrying on, giving, in caſe of more than one Service being in execution at the ſame time, the preference to that which you may conſider of the moſt importance. And, if you ſhould at any time meet with difficulty or obſtruction in carrying on any part of the duty entruſted to your care, or ſhould diſcover miſconduct or irregularity in any of your Clerks, you are immediately to report the circumſtance to the Commiſſioner.

55.

You are not on any account, or under any pretence whatever, to deviate from theſe Inſtructions without our authority, or that of the Reſident Commiſſioner, by Warrant under his hand; and you are to obſerve, that all Orders for this purpoſe which you may receive from the Commiſſioner are to be conſidered as temporary only, and to be reported by you by the firſt poſt afterwards to this Board.

INSTRUCTIONS FOR THE CLERKS AT HIS MAJESTY'S ROPE-YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Clerks at His Majeſty's Rope Yards.

YOU are to make the houſe allotted for you in the Dock Yard your conſtant reſidence, in order that you may at all times be in readineſs to receive and execute all ſuch directions as may be given by us, or by the Reſident Commiſſioner, relating to the ſeveral duties of your Office; and you are not to remain out of the Yard during the night without leave from us, or the Reſident Commiſſioner, excepting while unavoidably abſent on duty.

2.

All Letters, Warrants, and Orders from this Board, relating to your department, will be ſent open, under cover, to the Reſident Commiſſioner; and therefore every morning, as ſoon as may be after he ſhall have received his diſpatches, you are, upon being ſummoned, to attend, with the other principal Officers of the Yard at the Commiſſioner's Office, where you are to hear the public Orders, Warrants, and Letters read, to the end that ſuch explanation and diſcuſſion thereon may immediately take place as the ſeveral caſes may require. And all Reports from you and the other Officers of the Yard, are in like manner to be tranſmitted, unſealed, through the Reſident Commiſſioner's Office to this Board.

3.

You are to take copies of all Orders that may relate to your department, and to enter them in Books, which are to be kept in your Office for that purpoſe, and to be preſerved for the information of your ſucceſſor, obſerving that Standing Orders are to be entered in a Book by themſelves, and thoſe of an occaſional kind in another; and you are to mark the originals with your

your initials, and to note thereon the time when they were received at your Office, and when ſent from thence. You are alſo to enter in a Book all Contracts, of which copies may be ſent to you from this Office, for the ſupply of any article relating to your Department. Inſtructions for the Clerks at His Majeſty's Rope Yards.

4.

You are to be a Check on the Ropemakers, and to have the general ſuperintendence of the Rope-yard, all the Buildings of which it is your duty frequently to viſit, for the purpoſe of ſeeing that the Stores of every deſcription depoſited therein be preſerved in good condition, and that nothing be damaged; and you are to take care that the Buildings be only kept open when the Service may require, cauſing all the keys to be regularly returned to you when the people leave off work.

5.

You are to keep a Book according to the annexed Form, in which you are to note the exact times of entry and diſcharge of all Ropemakers and Labourers employed in the Rope-yard, together with full deſcriptions of them individually. Appendix, N° 14.

6.

All perſons propoſed to be entered as Ropemakers, or Labourers in the Rope-yard, are to be examined by you and the Maſter Ropemaker, and if conſidered by you and him as duly qualified and fit to be employed, you are to make out a Note under your hands, containing the name of every ſuch perſon, together with his place of nativity, age, and former occupation. You are then to ſend each perſon propoſed, with ſuch Note, to the Surgeon of the Yard, to be examined; and if he ſhould be found to be fit for the Service, a Certificate by the Surgeon to that effect is to be ſubjoined to the Note, which is afterwards to be forwarded, with the party, to the Commiſſioner for his approval, as your authority for entering him; but you are to obſerve, that without ſuch approval, ſignified by the name or initials of the Commiſſioner, you are not to enter any perſon whatever, and therefore it is proper that you ſhould carefully preſerve all Notes on which his approbation has been ſignified. Appendix, N° 94.

7.

You are to be particularly careful that the number of perſons authorized by Warrant from this Board to be employed upon the ſeveral works in the Rope-yard be not exceeded in any inſtance, without ſpecial authority in writing from us, or the Reſident Commiſſioner, for that purpoſe.

8.

All perſons employed in the Rope-yard are to be muſtered by you every time they come into the Yard to work, and alſo upon their finally leaving it at night; and for this purpoſe, you are at every ſuch time to attend at a convenient place within the Yard, with a correct Muſter-book, according to the preſcribed Form. Every perſon who ſhall be actually preſent at a Muſter, and anſwer to his call, ſhall have a perpendicular line thus (|) ſet againſt his name in the proper column, to denote his appearance. All thoſe who may be abſent on leave are to be carefully diſtinguiſhed by the mark (√) and all ſuch as may be abſent without leave are to have a (×) placed againſt each of their names. Appendix, N° 96.

9.

You are to take care that no perſon ſhall be marked in your Muſter-books as Preſent, excepting ſuch as ſhall be actually muſtered, and do their duty; and the Maſter, or one of the Foremen, is to attend during the Muſter to give you the neceſſary information on that head. No perſon ſhall be borne under one deſcription and employed in the buſineſs of another.

10.

All perſons not attending muſter are to be checked of their wages for the time of their being actually abſent, whether with or without leave;

Inſtructions for the Clerks at His Majeſty's Rope Yards.

and if any perſon ſhould continue to be abſent without leave for more than ſix ſucceſſive working days, you are forthwith to diſcharge him from the Service, excepting in caſes of ſickneſs, which muſt be certified by the Surgeon.

11.

Beſides the General Muſters, you are frequently to viſit the people at their work, for the purpoſe of ſeeing that they attend to their duty, and of checking ſuch as ſhall have abſented themſelves after having received their muſter on coming into the Yard; and you and the Maſter Ropemaker are to take particular care that the Foremen do conſtantly attend for the purpoſe of preventing any poſſible abuſe.

12.

Appendix, N° 97.

You are at the end of each Quarter to make out and ſign a Pay-book agreeably to the form in the Appendix, for wages earned in the Rope-yard in that Quarter, ſpecifying the name of each party, the date of his entry or diſcharge, the actual time of his ſervice in the Quarter for which ſuch Pay-book ſhall be made out, together with the rate and amount of each man's wages, whether earned by taſk or otherwiſe; and you are to take care that no rate of Pay be allowed to any perſons excepting ſuch as may be warranted by the Standing Orders.

13.

You are not to permit any eraſure to be made in the Muſter or Pay-books; but whenever any error ſhall have been diſcovered, you are to run the pen through it, and to inſert the correct words or figures over it in Red Ink.

14.

You are, without Fee or Reward, to furniſh each Workman in your Department, at leaſt three days before the time when the Yard is to be paid, with a Note of the wages due to him, ſo that he may know the amount of his earnings, and the ſum that may remain to be received.

15.

You are to take into your charge all Hemp, Tar, and other Articles, delivered for the uſe of the Rope-yard, whether by Contractors or otherwiſe, and to depoſit them in ſuitable places of ſafety, ſo that they may not decay, nor be waſted or embezzled; but before you receive any Articles of Stores, excepting ſuch as ſhall be iſſued to you by the Storekeeper of the Yard, you are, with the Maſter Attendant, Clerk of the Check, Clerk of the Survey, and the Maſter Ropemaker, carefully to inſpect the quality of the Stores intended to be delivered; and you are to join with thoſe Officers in rejecting all Articles which may not be in every reſpect agreeable to Contract, or in fixing abatements in the Price proportionate to any defects which may have been diſcovered, reporting to us the actual ſtate of all ſuch Articles as ſhall appear, on comparing them with the patterns delivered, or the deſcriptions given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied. For this purpoſe, it is highly neceſſary that you ſhould make yourſelf converſant with the ſigns and qualities of Hemp, and all other Articles in any way relating to your Department.

16.

When Hemp or any other Stores are to be received by you, you and ſome one or more of the principal Officers of the Dock Yard ſhall always attend, together with a Clerk from your Office, and another from the Clerk of the Check's, and a third from the Clerk of the Surveys. Each of the Clerks actually preſent at the receipt of Stores, ſhall have a rough Book, in which he is to take account of the particulars of each draught of the ſcale, with reſpect to the Articles received by weight, and the amount

of

of each tale of the Articles received by number. The Clerks are alſo to note in their rough Books the total quantity of each day's receipt of all Articles reſpectively; and before they ſeparate, they are to ſign the entries of the day in each others rough Books; the Officers attending on all ſuch occaſions, ſhall alſo ſign each particular receipt in the rough Books, prefixing the word "Preſent" againſt their reſpective names. Inſtructions for the Clerks at His Majeſty's Rope Yards.

17.

The Entries of the Receipt of Stores in your Office, inſtead of being made in Books, ſhall be kept in Sections, comprizing as many ſheets of paper as ſhall be ſufficient to contain the Account for each reſpective month; theſe Sections ſhall expreſs in words at length the denomination and quantity of all Articles received; the time of receiving them; from whom; and by what Ship or Veſſel; and the date of the Warrant, Contract, or Order, by which you receive them. You are in like manner to enter all Stores brought from other Yards, ſpecifying from what Yard, and by what conveyance you ſhall have received them. All the Entries in the Sections, and in the fair Receipt-books of the Clerk of the Check and Clerk of the Survey, are, at the end of each month, or oftener if neceſſary, to be compared by the Chief Clerks in the ſeveral branches concerned, who ſhall put their initials to the examination. Appendix, N° 54.

18.

When a rough Abſtract ſhall have been ſent from the Clerk of the Check, of the Stores ſupplied by any Contractor or other perſon, you are to cauſe ſuch Abſtract to be examined in every particular by the Contract, and the Entries in the Sections of Receipts, but by no means from the rough Book; and, if found to be correct, you are to return the ſame to him with your ſignature. When the fair Certificate ſhall have been made out, you are to examine it with the Abſtract, and then, with the other Officers, you are to ſtate under your hand upon the back of the Certificate, its agreement, or otherwiſe, with the Contract or other authority by which ſuch Stores may have been received: the laſt Officer who ſigns each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature, as a proof of its having undergone his inſpection, and the Commiſſioner will then tranſmit the ſame to this Office. Appendix, N° 48.

19.

The rough Receipt-book for each Quarter, and the monthly Sections of the daily Receipts of Stores in that period, are to be tranſmitted to this Office as ſoon after the expiration of the Quarter as may be, and at all events before the concluſion of the enſuing Quarter; but the Receiving Clerks are previouſly to ſign the preſcribed Declaration at the end of each Receipt-book, and you, the Clerk of the Check, and the Clerk of the Survey, are to ſignify under your hands your opinion as to the truth of that Declaration. The rough Receipt-books, after due examination in this Office, will be immediately returned to you. Appendix, N° 49.

20.

You are to make timely demands in writing under your hand, to the Clerk of the Survey, for Tallow, Oil, Woolers, and all other Stores required from the Storekeeper for the uſe of the Rope-yard, in order that proper Notes, under the hands of the Maſter Attendant and Clerk of the Survey, may be made out to warrant the Storekeeper's iſſue of ſuch Stores; and you are to be careful of the expenditure, and to keep a regular Account of the ſame.

21.

You are every morning to iſſue Hemp to the Hatchellors, by weight, in bundles of 75 lbs. each; and you are to charge them with the number of

Inſtructions for the Clerks at His Majeſty's Rope Yards.

Appendix, N° 95.

of bundles in the Book to be kept by you, according to the Form preſcribed, always taking care that the oldeſt Hemp be firſt iſſued, unleſs when it may be thought proper, with the advice of the Maſter Rope-maker, to uſe a Cargo immediately that might be injured by keeping. You are to receive back from the Hatchellors the ſame number of bundles, each weighing 64 lbs; and you are to iſſue them in that ſtate to the Spinners, who are to deliver the yarn ſpun to you every evening, at the rate of 18 threads or yarns of 170 fathoms for each bundle, and you are then to charge yourſelf with the number of threads or Yarns ſo delivered to you.

22.

You are to ſee that the ſeveral Hauls of Yarn be carefully depoſited in the Yarn-houſe, keeping each ſort diſtinct, until delivered by you to be made into Cordage; and at the end of each month you are to furniſh the Clerk of the Survey with an Account under your hand, of the number and ſize of the Cables, Hawſers, and Coils, made in that month, in order that the ſame may be delivered to the Storekeeper by a regular Note, and taken off your charge; the weight of Cordage is to be calculated as follows; viz.

	Cwt.	qrs.
One Haul of Yarn, or 400 threads, weighs - -	12	2
Add 1-5th for Tar - -	2	2
Making the Haul of tarred Yarn - - - - - -	15	0

You are alſo to keep a ſeparate Account of all re-manufactured Cordage, diſtinct from ſuch as ſhall have been made from Hemp.

23.

You are every evening to cauſe the Toppings, Rakings, and Flyings, to be carefully collected in the different Hatchelling-lofts and Spinning-floors, and to be depoſited in the proper places appropriated for them. The Toppings and Rakings are to be iſſued by you, together with the Hemp-bands, to the Foreman of the Hemp-dreſſers, that they may be dreſſed over fine tools for the purpoſe of making ſmall Cordage; and you are to charge yourſelf with the number of bundles of 56 lbs. each when ſpun. The remainder of the Toppings, Rakings, and Hemp-bands, which may have been ſo delivered to the Hemp-dreſſers, being fit only for Oakum, you are to receive, and deliver to the Storekeeper, as he may require, for the Service; and ſuch as may not be ſo delivered, as well as the Flyings, is to be put into Lots for Sale.

24.

You are to iſſue Hemp to the Foreman of the Line and Twine-ſpinners, for the purpoſe of making lines and twines, giving an Account monthly to the Clerk of the Survey, of the quantity of each ſort which has been delivered to the Storekeeper.

25.

You are to attend to the delivery of all Hemp to Contract Rope-makers, not only from the Rope-yard, but alſo from any warehouſes in which the ſame may be depoſited within the limits of your Port, and to keep a correct Account thereof, taking a receipt for the ſame.

26.

You are alſo to keep a regular Account of the Hauls of Yarn tarred by contract, and to ſettle and inſert the expence thereof in the Pay-books of the Rope-yard, in order that payment may be made at the ſame time with the Yard.

27. You

27.

Instructions for the Clerks at His Majesty's Rope Yards.

You are to keep a separate Account of each Cargo of Hemp distinctly, noting its quality when received; and observing how much it may have gained or lost in the expenditure. If what may have been received as good and approved, should, when opened for use, appear to have any material defect, you are forthwith to acquaint the Master Attendant, and Clerk of the Survey, who are to join you and the Master Ropemaker, in reporting to us the actual state of such Hemp, with such other circumstances as may be necessary to a full explanation; and, when a surplus or deficiency shall appear upon the expenditure of any cargo of Hemp, you are to transmit to us an Account thereof, with such Observations as you may judge proper to make, respecting the cause of the difference, and you are immediately to charge yourself with such surplus, and to await our direction relative to any deficiency which may occur.

28.

When any Stores shall, upon Survey by you, the Master Attendant, the Clerk of the Survey, and the Master Ropemaker, be found decayed, or otherwise unfit for His Majesty's Service, you are to cause the same to be laid apart, and be made up into lots for sale, agreeably to such directions as you may from time to time receive from us. You are to attend the sale of all such Stores; and, when sold, you are to superintend the delivery of them by weight to the Purchasers, giving no allowance for the turn of the Scale, and taking care that no lot be delivered, unless you, or one or more of the Principal Officers of the Dock Yard, be actually present.

29.

You are to report to us when any Vessel laden with Hemp shall arrive at the Yard, and when she is to begin to unload; and you are to take care to prevent, as much as possible, any such Vessel from coming upon demurrage.

30.

You are constantly to attend all payments of the Rope-yard, and to be prepared to give such explanations as may be required of you on those occasions, relative to your Check and Pay Books.

31.

You are, with the Master Ropemaker, to examine every person who may be recommended to serve as a Ropemaker on board His Majesty's Ships, and to grant him a Certificate of his ability to serve in that capacity, if, to the best of your judgment, you shall find him properly qualified. Appendix, N° 24.

32.

When any persons shall have been discharged from your Yard, for malpractices, you are immediately to transmit their names and descriptions to the Principal Officers of His Majesty's several Rope Yards, and to enter in a Book the names and descriptions of all such persons, as well as of those who may be so reported to you from the other Yards, taking particular care that no persons under those circumstances be employed in the Yard. Appendix, N° 25.

33.

No Artificer, or Workman of any description, to be employed by you, or by any other Officer or Person belonging to the Yard, on any private business or concern whatever.

34.

You are to keep a Journal, or Progress Book, of all the Works performed in the Rope-yard on each day; and you are to transmit to us, so as to be at this Office on Wednesday in each week, a copy of such Journal of the preceding week, together with an Account of the expences incurred. Appendix, N° 95.

Inſtructions for the Clerks at His Majeſty's Rope Yards.

35.

You are to pay a moſt particular attention to the regular tranſmiſſion of all periodical Returns to this Board, and a liſt of them is conſtantly to be hung up in your Office.

Appendix, N°185.

36.

You are to ſign all Accounts and Reports relative to your Department, and alſo all others in which it may be your duty to join, previouſly to their tranſmiſſion to us; and if you ſhould decline to ſign any ſuch Accounts and Reports, from a difference of opinion, you are to ſtate your reaſons on the Report objected to.

37.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time as you may apply for them; and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſe than that for which they are intended, and that, when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

38.

You are not to have any extra allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of ten Shillings per-diem if employed afloat, and after the rate of fifteen Shillings per-diem if travelling on ſhore, in addition to your actual carriage-hire.

39.

You are not, either directly or indirectly, to have any intereſt or concern whatever, in any Veſſel which may be purchaſed or hired for the ſervice of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you to demand or receive, or any other perſon for you, under any name, promiſe or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection either as a Principal or an Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatſoever, for the nomination or appointment of any Clerk, or perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an oath, according to the preſcribed Form, and to give bond in three times the amount of your Salary; and in caſe of defalt therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

Appendix, N° 2.
Appendix, N° 3.

40.

You are to have the nomination of your own Clerks, ſubject to the approbation of the Reſident Commiſſioner, and the ſubſequent appointment of this Board; their attention is to be conſtant and unremitting to their ſeveral duties, and in caſe any of them ſhould require leave of abſence, and the ſervice may admit of it, you are to certify the ſame to the Commiſſioner for his approval.

41.

As you will be conſidered generally accountable for the true and faithful execution of all the duties attached to your Office, it is expected, that on all occaſions you are, if poſſible, perſonally to attend the ſervices carrying on, giving, in caſe of more than one ſervice being in execution at the ſame time, the preference to that which you may conſider of the moſt importance; and if you ſhould at any time meet with difficulty or obſtruction in carrying

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ing on any part of the duty entruſted to your care, or ſhould diſcover miſconduct or irregularity in any Clerk or other perſon employed in your Department, you are immediately to report the circumſtance to the Reſident Commiſſioner. Inſtructions for the Clerks at His Majeſty's Rope Yards.

42.

You are not, on any account or under any pretence whatever, to deviate from theſe Inſtructions, without our authority, or that of the Reſident Commiſſioner by warrant under his hand; and you are to obſerve, that all orders for this purpoſe, which you may receive from the Commiſſioner, are to be conſidered as temporary only, and to be reported by you by the firſt poſt afterwards to this Board.

OUR next Report will contain Orders and Directions for all the inferior Officers, and thoſe will be followed by ſuch Regulations and Inſtructions as we ſhall deem it proper to propoſe for the guidance of the Commiſſioners themſelves in the different Boards, whoſe Syſtems of Management Your Majeſty has been pleaſed to ſubmit to our Reviſion.

To prevent abuſes or neglect, it is neceſſary that every perſon intruſted with an office, ſhould be made ſtrictly reſponſible for the regular execution of it. But before this neceſſary rule can be rigidly enforced, juſtice requires, that the Officer ſhould be made perfectly acquainted with all the particulars of his duty; and as it is admitted that this has not hitherto been effectually done, we thought that, in the order of proceeding in the execution of what is entruſted to us, theſe Inſtructions ſeemed undoubtedly to call for our firſt attention.

BARHAM. (L. S.)
JOHN FORDYCE. (L. S.)
ROGER CURTIS. (L. S.)
W. DOMETT. (L. S.)
AMBROSE SERLE. (L S.)

Office of Naval Reviſion,
June 13th, 1805.

(A Copy.)

Alex. M. Leay, Secretary.

APPENDIX

To the FIRST REPORT of the Commiſſioners for Reviſing and Digeſting the Civil Affairs of His Majeſty's Navy.

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APPENDIX.

No. 1.

FORM of the QUARTERLY CERTIFICATE, reſpecting the Conduct of the Clerks employed in His Majeſty's Dock Yards.

I do hereby certify, That Mr. . . . the Clerk, employed in my Office, has conducted himſelf with fidelity, diligence, ſubordination, and propriety, from to

Given under my hand, at His Majeſty's Dock Yard at this day of 180

C. D. Maſter Attendant.
E. F. Maſter Shipwright.
G. H. Clerk of the Check.
I. K. Storekeeper.
L. M. Clerk of the Survey; or,
N. O. Clerk of the Rope-yard.

No. 2.

FORM of an OATH to be taken and ſubſcribed by all Officers and Clerks, employed in His Majeſty's Dock Yards.

I do ſincerely promiſe and ſwear, That I will be faithful, and true allegiance bear, to His Majeſty King George the Third; and that I will faithfully, honeſtly, and diligently, according to the beſt and utmoſt of my ſkill and knowledge, execute and perform the office of to which I am appointed in His Majeſty's Dock Yard at and will ſtrictly and faithfully comply with all ſuch Inſtructions and Orders as ſhall from time to time be given to me by the principal Officers and Commiſſioners of His Majeſty's Navy, or by any Officer ſuperior to me in my line of duty; and that I will not, either directly or indirectly, accept, take, or receive, from any Owner of a Ship or Veſſel, Merchant, Contractor, Tradeſman, Workman, or other Perſon or Perſons whomſoever, any ſum or ſums of Money, or other thing, under any name, promiſe, or pretence, either as a fee, gratuity, perquiſite, or reward, for the execution or diſcharge, or forbearance, of any of the duties of my Office, or conſequent thereupon, nor receive any emolument whatever, in reſpect of my ſaid Office of over and beyond the Salary, and ſuch Allowances, as may from time to time be ſpecially granted to me by the immediate authority of the ſaid principal Officers and Commiſſioners of the Navy; and that I will not, either directly or indirectly, have any intereſt or concern in, or act as Broker or Agent for, any Ship or Veſſel which

ſhall be tendered or hired for the Service of Government, or in any Stores furniſhed or provided for His Majeſty's Navy, or for Ships engaged in the Service of Government, or in the purchaſe of any Ship, Veſſel, or Stores, which ſhall be ſold by Government, or by the order of Government; and that I will not demand, take, or receive, any gratuity, recompence, perquiſite, or reward, from any Maſter or Owner, or other Perſon whomſoever, in reſpect of any Ships or Veſſels which may be permitted to come to the King's Moorings; nor demand, take, or receive, either directly or indirectly, any fee, gratuity, perquiſite, or reward, for the nomination, appointment, or entry, or for interference in the appointment or entry, of any Clerk or Perſon appointed or entered in any Department of the Dock Yard.

So help me GOD.

No. 3.

FORM of a BOND to be given by all Officers and Clerks employed in His Majeſty's Dock Yards, in three times the amount of their yearly Salary.

KNOW all Men by theſe Preſents, That I of His Majeſty's Dock Yard at am held and firmly bound unto our Sovereign Lord George the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, in the ſum of of good and lawful money of Great Britain, to be paid to our ſaid Sovereign Lord the King, His Heirs and Succeſſors; for which payment well and truly to be made, I bind myſelf, my Heirs, Executors and Adminiſtrators, firmly by theſe Preſents. Sealed with my Seal. Dated this day of in the year of the reign of our ſaid Lord the King, and in the year of our Lord 180

THE Condition of this Obligation is ſuch, That if the above-bounden do and ſhall faithfully, honeſtly, and diligently, to the beſt and utmoſt of his ſkill and knowledge, execute and perform the Office of to which he has been appointed in His Majeſty's Dock Yard at and ſhall ſtrictly and faithfully comply with all ſuch Inſtructions and Orders as ſhall from time to time be given to him by the principal Officers and Commiſſioners of His Majeſty's Navy, or by any Officer ſuperior to him in his line of duty, and ſhall not, either directly or indirectly, accept, take, or receive, from any Owner of a Ship or Veſſel, Merchant, Contractor, Tradeſman, Workman, or other Perſon or Perſons whomſoever, any ſum or ſums of money, or other thing, under any name, promiſe, or pretence, either as a fee, gratuity, perquiſite, or reward, for the execution or diſcharge, or forbearance, of any of the duties of his ſaid Office, or conſequent thereupon; nor receive any emolument whatever in reſpect of his ſaid Office of over and beyond the Salary, and ſuch Allowances as may from time to time be ſpecially granted to him by the immediate authority of the ſaid principal Officers and Commiſſioners of the Navy; and ſhall not, either directly or indirectly, have any intereſt or concern whatever in, or act as Broker or Agent for, any Ship or Veſſel which ſhall be tendered or hired for the ſervice of Government, or in any Stores furniſhed or provided for His Majeſty's Navy, or for Ships engaged in the ſervice of Government; or in the purchaſe of any Ship or Veſſel, or Stores, which ſhall be ſold by Government, or by the order of Government; and ſhall not demand, take, or receive, any gratuity, recompence, perquiſite, or reward, from any Maſter or Owner, or other Perſon whomſoever, in reſpect of any Ships or Veſſels which may be permitted to come to the King's Moorings; nor demand, take, or receive, either directly or indirectly, any fee, gratuity, perquiſite, or reward,

for

for the nomination, appointment, or entry, or for interference in the appointment or entry, of any Clerk or Perſon appointed or entered in any Department of the Dock Yard; then this Obligation to be void and of no effect, otherwiſe to be and remain in full force and virtue.

Signed, ſealed, and delivered, (being firſt duly ſtamped) in the preſence of }

N. B. Beſide the above Bond, which is entered into generally by the Officers of His Majeſty's Dock Yards, the Clerks of the Check, the Storekeepers, and the Clerks of the Rope-yards, are to enter into the following Bond, with two ſufficient Sureties, to be approved of by the principal Officers and Commiſſioners of His Majeſty's Navy:

KNOW all Men by theſe Preſents, That we are held and firmly bound unto our Sovereign Lord George the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, in the ſum of Five thouſand Pounds of lawful money of Great Britain, to be paid to our ſaid Lord the King, His Heirs and Succeſſors; for which payment well and truly to be made, we bind ourſelves, and each of us by himſelf, for the whole, and in the whole, and the Heirs, Executors, and Adminiſtrators, of us, and each of us, by theſe Preſents. Sealed with our Seals; and dated this day of in the year of the reign of our ſaid Sovereign Lord the King, and in the year of our Lord 180

WHEREAS the above-bounden by Warrant from the Right honourable the Lords Commiſſioners of the Admiralty, bearing date the 180 is appointed of His Majeſty's Dock Yard at

Now the Condition of this Obligation is ſuch, That if the ſaid do and ſhall from time to time, and at all times hereafter, during the time he ſhall continue in the ſaid Place, or Office, of and ſhall act therein by virtue of the ſaid appointment, well, truly, and faithfully perform, obſerve, execute, and diſcharge, the ſaid Office of and the truſt and duty thereof, for the beſt benefit, profit, and advantage of His Majeſty's Service, according to ſuch Orders as now are, or at any time hereafter ſhall be, given to him the ſaid by the principal Officers and Commiſſioners of His Majeſty's Navy, or by their authority, for the time being, and do and ſhall at all times hereafter, when thereunto required, give unto the ſaid principal Officers and Commiſſioners of the Navy, a juſt, true, and perfect Account in writing, of all and ſingular ſuch Monies, Materials, Stores, and things whatſoever, which ſhall hereafter be committed to him the ſaid or to his truſt, care, cuſtody, or management, during his continuance or acting in the ſaid Office or Employment of of His Majeſty's Yard at aforeſaid, and ſhall faithfully pay over all Balances which ſhall remain in his hands; then this Obligation to be void and of no effect, otherwiſe to be and remain in full force and virtue.

Signed, ſealed, and delivered, (being firſt duly ſtamped) in the preſence of }

No. 4.

FORM of the NOTE to allow Artificers, &c. to go out of the Yard during the working hours.

To Mr. *G. H.* Clerk of the Check, or, Mr. *N. O.* Clerk of the Rope-yard.

The under-mentioned are to be allowed to go out of the Yard for hour or hours.

NAME.	QUALITY.	OCCASION.

Dated the of 180 .

C. D. Maſter Attendant.
E. F. Maſter Shipwright; or,
A. D. Maſter Ropemaker.

To Mr. *C. F.* Warden.

Permit the above Perſons to paſs the Gate.

G. H. Clerk of the Check; or,
N. O. Clerk of the Rope-yard.

No. 5.

FORM of the NOTE for the Entry of Artificers, Apprentices, &c.

Mr. *G. H.* Clerk of the Check.

BE pleaſed to enter the under-mentioned Perſon as a provided he ſhould be found fit for the Service by the Surgeon, and approved by the Commiſſioner.

NAME.	Place of Nativity.	Age.	Former Occupation.	Number of Years Served at Sea.

Dated the of 180 .

C. D. Maſter Attendant; or,
E. F. Maſter Shipwright.

Examined, and found fit,
P. Q. Surgeon.

Approved,
A. B. Commiſſioner.

No. 6.

Yard, } HARBOUR Stores in the Charge of Mr.
Clerk of the Survey's Office. } (*Boatswain* or, *Carpenter*) of His Majesty's
Ship lying in Ordinary.

SPECIES.	Quantity.	SPECIES.	Quantity.

L. M. Clerk of the Survey.

No. 7.

FORM of the MUSTER-BOOK for His Majesty's Ships lying in Ordinary.

Register Number.	Men's Names.	Qualities.	When		Time of Absence.			Checks or Mulcts.	
			Entered.	Discharged.	With Leave.	Without Leave.	At Sick Quarters.	Amount.	For what.

No. 8.

FORM of the QUARTERLY CERTIFICATE respecting the Conduct of the Warrant Officers of His Majesty's Ships lying in Ordinary.

THIS is to certify that Mr. of His Majesty's Ship hath faithfully performed his duty, agreeably to the Standing Rules of the Navy, and conducted himself at all times orderly, honestly, and soberly; and that he has never been absent but on leave, and never exceeded the time prescribed.

Dated at Yard, the of 18

C. D. Master Attendant; or, *R. N.* Superintending Master.
E. F. Master Shipwright.

Appen

FORM of the DAILY MUSTER-BOOK for the

When Entered.	Men's Names	Quality.	DAYS

N. B. When any Perſon ſhall die, or be diſcharged, the time of
after the M

Appen

FORM of the DESCRIPTION-BOOK of Per

No	Name.	Quality.	Ship.	Where born.	Age.	Stature.	Com-plection.	Particul Marks

No. 9.

belonging to the Ordinary, who are employed on Shore.

THE MONTH.

| | | |

No. 11.

Yard, } An ACCOUNT of the Proviſions due to the Officers, Seamen,
180 } and Servants, belonging to His Majeſty's Ships in Ordinary,
between the and 180

Names of		Quality.	Number of Days Proviſions due to the Ship.	Time of		Whether building, repairing, or afloat.	Obſervations.
Ships.	Officers charged with the Proviſions.			Beginning.	Ending.		

To Mr. *E. H.* Agent Victualler.

Be pleaſed to ſupply the above-ſtated Proviſions.

G. H.
Clerk of the Check.

C. D.
Maſter Attendant.

(N.° 12.)

A PLAN

of the Manner of

Stowing the Iron Ballast

on board

HIS MAJESTY'S SHIPS.

REFERENCES.

A *The Ladson.*
B *The Well.*
C *A rising in the Ceiling.*
D *Riders.*
E *Bulk Head of the Fore Hold.*
F *The after Hold.*

Scale of Feet.

No. 13.

Yard, } An ACCOUNT of the Arrangement of His Majesty's Ships, as they lie at
18 } their respective Moorings in this Harbour.

Moorings:		Rates.	Names of Ships now lying, or intended to lie, at them.	If moored by Head and Stern, or how.	Depth of Water:			Ballast on board:			Account of any Accidents to the Moorings, or other Observations.
Number.	For what Class of Ships.				Afore.	Centre.	Abaft.	Iron.	Shingle.	Total.	
					Feet.	Feet.	Feet.	Tons.	Tons.	Tons.	

Abstract of vacant Moorings:

NUMBER.	For what Rates.
	1st.
	2d.
	3d.
	4th.
	5th.
	6th.
	Sloops or Cutters.

C. D.
Master Attendant.

L. M.
Clerk of the Survey.

Appendix.

FORM of the DESCRIPTION-BOOK of Artificers, &c. employed in,

No.	Perſons Names.	Qualities.	For what Pariſh or Place.	Age.	Stature.		Complection.	Particular Marks.	Whether Single, Married, or Widowers.	Number of Children.	Where ſerved their Apprenticeſhip.	Time of and Time of ſucceſſive Service, excluſive of Apprenticeſhip.	
					Feet.	In.						Years.	Months

4.

elonging to, His Majesty's Dock and Rope Yards.

e in the King's Yards avy.				If Freemen, and of what Places.	Character as Workmen. — Note. If they have been disabled in the Service, or have any other Infirmities, and not able to perform a Day's Work.	Whether they have Sons or Orphans living with, and dependent on them, and now fit for Apprentices, with Name, Age, and Height.	Date of their Recommendation for Superannuation.		Time when				Reason of Discharge.
ime of whole ervice, lusive of ppren- ceship.		At Sea.							Entered.		Discharged.		
rs.	Months	Years.	Months				Month	Year.	Month.	Year.	Month.	Year.	

No. 15.

Yard, } An ACCOUNT of the Services on which the under-
180 . } mentioned Artificers, &c. have been employed, between
the and

ARTIFICERS, &c.	(Ships, or Services, to be inserted here.)		
	Days of the Month.		

C. D. Master Attendant;
or,
E. F. Master Shipwright.

No. 16.

FORM of the NOTE for the Issue of Stores.

(*Ship*, or, *Service*.)

N°

Yard, } Mr. *I. K.* Storekeeper,
180 . } Deliver to (*here insert Name, and Quality of the Officer*) on Account of the (Extra, Ordinary, or, Wear and Tear) Expence of the Navy.

For what Uses.	Species.	Quantity and Weight demanded.	Solving Column.	Deviations.

C. D. Master Attendant;
or,
E. F. Master Shipwright.

L. M.
Clerk of the Survey.

No. 17.

FORM of the NOTE for the Return of Stores.

(*Ship*, or *Service.*)

N°

Yard, } Mr. *I. K.* Storekeeper,
180 . } Receive from (*Name, and Quality of the Officer*).

Species.	Quantity and Weight.	Receipt Column.

C. D. Maſter Attendant;
or,
E. F. Maſter Shipwright.

L. M.
Clerk of the Survey.

No 18.

FORM of the WARRANT for the Iſſue of Sea Stores and Ground Tackle to His Majeſty's Ships.

N°

(*Ship.*)

Yard, } Mr. *I. K.* Storekeeper.
180 . . } Deliver to Mr. (*Quality of the Officer*) to complete the Stores of the Ship for (*Channel*, or, *Foreign Service.*)

Species.	Quantity and Weight.	Solving Column.	Deviations.

C. D. Maſter Attendant;
or,
E. F. Maſter Shipwright.

L. M.
Clerk of the Survey.

No. 19.

FORM of the WARRANT for the Return of Sea Stores and Ground Tackle from His Majeſty's Ships.

(*Ship.*)

N°

Yard, } Mr. *I. K.* Storekeeper,
180 } Receive from Mr. (*Quality of the Officer.*)

Species.	Quantity and Weight.	Receipt Column.

C. D. Maſter Attendant;
or,
E. F. Maſter Shipwright.

L. M.
Clerk of the Survey.

Appen

FORM of the WARRANT for the Iſſue of Riggin

(*Ship.*)

Yard, } Mr. *I. K.* Storekeeper,
180 } Deliver to Mr. (*Quality of the Officer.*)

Names of the Standing and Running Rigging.	Inches.	Fathoms.	BLOCKS, &c.			IRON.	
			Species.	Inches.	Number.	Hooks.	Thimbles.

A TABLE, ſhewing the Length of

FORE															M					
Shrouds.			Top-Maſt						Top Gallant						Shrouds.			Top-Maſt		
			Shrouds.			Back-Stays.			Shrouds.			Back-Stays.						Shrouds.		
Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.

C. D.
Maſter Attendant.

20.

Majeſty's Ships, at their firſt fitting for Sea Service.

Other STORES for fitting the Rigging in the Rigging-Houſe.	
Species.	Quantity.

N.B. The whole length of each Gang of Shrouds and Back-ſtays in this Warrant, is the length heir Warps, according to the firſt Warps given in the annexed Table; from which, when on ſtretch, the length of the whole Eye, and one-half more, at leaſt, is to be hove out in each , and to remain on the ſtretch twenty-four hours before the ſervice is laid on, when time will it of it.

Warps of the Standing Rigging.

N						MIZZEN											
	Top-Gallant					Shrouds.			Top-Maſt					Top-Gallant			
	Shrouds.			Back-Stays.					Shrouds.			Back-Stays.		Shrouds.			Back-Stays.
Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.	Yards.	Feet.	Inches.

L. M.
Clerk of the Survey.

No. 21.

FORM of the Warrant for the Return of Rigging from His Majeſty's Ships, when ordered to be diſmantled.

(*Ship*)

Yard } Mr. *I. K.* Storekeeper,
180 }

Receive from Mr.

(*Quality of the Officer.*)

Names of the Standing and Running Rigging.	Inches.	Fathoms.	Blocks, &c.			Iron	
			Species.	Inches.	Number.	Hooks.	Thimbles.

C. D.
Maſter Attendant.

L. M.
Clerk of the Survey.

No. 22.

FORM of the Warrant for either the Iſſue or Return of the Rigging of His Majeſty's Ships when refitting.

(*Ship*)

Yard } Mr. *I. K.* Storekeeper,
180 }

Deliver to (*or*, Receive from, *as the caſe may be*) Mr.

(*Quality of the Officer.*)

Names of the Standing and Running Rigging.	Inches.	Fathoms.	Names of the Standing and Running Rigging.	Inches.	Fathoms.

C. D.
Maſter Attendant.

L. M.
Clerk of the Survey.

No. 23.

FORM of the CERTIFICATE to be granted to the Captain or Commander of a Ship that may be in every reſpect ready to be paid off.

THIS is to certify the principal Officers and Commiſſioners of His Majeſty's Navy, That all the Furniture and Stores of His Majeſty's Ship have been duly returned, excepting thoſe retained on board for Harbour Uſe, and that the Ship is left in a clean and proper ſtate for being laid up in Ordinary.

Dated at Yard, the of 18

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *L. M.* Clerk of the Survey.

No. 24.

FORM of the CERTIFICATE to be granted to Perſons found, upon Examination, to be qualified to ſerve as Carpenters, Sailmakers, or Ropemakers, on board any of His Majeſty's Ships.

THIS is to certify the principal Officers and Commiſſioners of His Majeſty's Navy, That we have examined *(Shipwright, Sailmaker,* or, *Ropemaker)* aged years, born at who ſerved his Apprenticeſhip to at has ſince worked at and produces Certificates of his Ability and good Conduct, from and that, to the beſt of our judgment, he is in every reſpect properly qualified to ſerve as a *(Carpenter, Sailmaker,* or, *Ropemaker)* in any of His Majeſty's Ships.

Dated at Yard, the of 18

Carpenter's Certificate, ſigned by - *E. F.* Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants.

Sailmaker's - - - - *C. D.* Maſter Attendant. *W. S.* Maſter Sailmaker.

Ropemaker's - - - - *N. O.* Clerk of the Rope-yard. *A. D.* Maſter Ropemaker.

No. 25.

FORM of the Book for the Regiſtry of the Names and Deſcriptions of all Perſons Diſcharged for Mal-practices.

erſons Names.	Perſonal Deſcription.				Qualification.	Time of		Cauſe at large.	By whoſe Order.
	Age.	Height.	Com-plection.	Particular Marks.		Entry.	Diſmiſſion		
	Ys. Ms.	Ft. Ins.							

No. 26.

Yard, } SURVEY of His Majeſty's Ship
18 } of Guns, taken *(in a Dock, or afloat)*

Part of the Ship.	Particulars decayed, or that want Repair.	Number of Pieces		TOTAL.	Nature of Defects.
		Starboard.	Larboard.		

From the foregoing Defects, we are of opinion, that ſhe will require a *(great, middling*, or, *ſmall)* Repair, which may be performed in Months after being taken in hand.

An Eſtimate of the Charge thereof, and of providing her with Furniture and Stores to an Eight Month's proportion, is as follows; viz.

	Materials.	Workmanſhip.	Total.
	£.	£.	£.
For the Hull - - - -			
Re-Coppering the Bottom -			
Copper faſtening - -			
Maſts and Yards - -			
Furniture and Stores - -			
Total - £.			

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *L. M.* Clerk of the Survey.

R. S. } Aſſiſtants.
T. U. }

No. 27.

FORM of the CERTIFICATE reſpecting the Attendance of the Carpenter of a Ship, during her Building, Repair, or Refitting.

THIS is to certify, That His Majeſty's Ship hath had all her Works completed, is in good Condition, and fit for Service; and that the Carpenter of the ſaid Ship did conſtantly attend his duty during the *(Building, Repair*, or, *Refitting.)* Dated the of 18

E. F. Maſter Shipwright.

R. S. } Aſſiſtants.
T. U. }

No. 28.

THE ſuppoſed beſt Sailing Draught of Water of His Majeſty's Ship when Victualled and Stored for Channel Service, as given by the Maſter Shipwright of His Majeſty's Dock Yard at the Day of 18

Feet Ins.

Afore - } or as much lighter (at the ſame difference fore and aft) as ſhe
Abaft - } is able to bear ſail. Her loweſt Gun-Deck Port will then be

Feet. Ins.

above the ſurface of the water - -

OBSERVATIONS on the Qualities of His Majeſty's Ship:

How ſhe behaves cloſe hauled, and how many Knots ſhe runs.

- In a Top-gallant Gale - - - - -
- In a Topſail Gale - - - - - -
  - Under her
    - Single-reefed Topſails - -
    - Double Ditto - - - -
    - Third Ditto - - - -
    - Cloſe Ditto - - - -
    - Courſes - - - - - -
- How ſhe ſteers - - - - - -
- How ſhe ſtays - - - - - -
- How ſhe wears - - - - - -

In each circumſtance above-mentioned (while ſailing with other Ships) in what proportion ſhe gathers to windward, and in what proportion ſhe fore-reaches; and, in general, her proportion of lee-way - - - - -

How ſhe ſteers in ſailing through all the variations of the wind, from its being a point or two abaft the Beam, to its veering forward upon the Bow-line, in every ſtrength of gale, eſpecially in a ſtiff gale and a head ſea; and how many knots ſhe runs in each circumſtance, and how ſhe carries her Helm -

How ſhe ſteers; how many knots ſhe runs before the wind in different degrees thereof; and how ſhe rolls in the trough of the Sea - - - - - - - -

How ſhe behaves in lying to, and under what Sail ſhe anſwers beſt - - - - - - - -

How ſhe rides at her Anchors, and how ſhe careens - -

If upon trial the draught of water, given as above, ſhould not prove to be her beſt ſailing trim, what is her beſt ſailing draught of water - - - - - -

Feet Ins.

Afore -
Abaft -

What is her draught of water when victualled to ſix months, and ſtored for Foreign Service - - - - -

What is then the height of her loweſt Gun-deck Port above the ſurface of the water - - - - -

How ſhe ſtands under her Sails - - - - -

What quantities of Iron and Shingle Ballaſt on board

How ſhe ſtows her Proviſions and Water, and what quantity of the latter ſhe carries with four and ſix months Proviſions; alſo the quantity of Shingle or Iron Ballaſt which it may be neceſſary to put out when ſhe is to be victualled for ſix months -

The weight of the Proviſions taken on board, in conſequence of being ſtored for the above time - - - -

Appendix

Yard, } An ACCOUNT of the Number o
18 } Majeſty's Dock Yard, for One Week

Quality.	Number borne laſt Week:	This Week.		Number borne this Week, including the Men borrowed, but not thoſe lent.
		Entered.	Diſcharged.	

Appendix,

FORM of the MUSTER-BOOK for Artificers, and

N°	Time of Entry in the Yard.	Names and Qualities.	Daily Muſters in the Month of						Daily Muſters in the Month of					

N. B. When any Perſon ſhall die, or be diſcharged, the Time of his
after the Mark o

Appendix,

FORM of the QUARTERLY PAY-BOOK for Wages earned by

When.		Mens Names.	Rate per		Time.		Gained		
Entered in the Yard.	Diſcharged.		Day.	Hour.	Days.	Extra Hours.	Taſk Work.	Meaſured Work.	Day Work.

No. 29.

Artificers, Labourers, &c. borne on the Books of His ending 180

Absent, being Part of the number borne.			Number of Ships' Carpenters employed in the Yard, exclusive of the Artificers entered in the 5th Column, as borne this Week.	Remarks.
Sick.	With leave.	Without leave.		

G. H. Clerk of the Check.

No. 30.

Workmen of every description, employed in the Yard.

Daily Musters in the Month of						Rate per		Time.		Gained by					Neglect, &c.	Nett Wages.
						Day.	Hour.	Days.	Extra Hours.	Task Work.	Measured Work.	Day Work,	Extra Time.	Chip Money.		

Death or Discharge is to be noted in the Mustering Line immediately his last Muster.

No. 31.

the Artificers, and Workmen of every description, in the Yard.

by		Full Wages.	Subsistence Money paid.	Neglect, &c.	Nett Wages remaining due.	Solving Column.	To whom paid, &c.
Extra Time.	Chip Money.						

G. H. Clerk of the Check.

Appendix

FORM of the QUARTERLY PAY-BOOK, for the Wages o

Regiſter Number.	Mens Names.	Quality.	When		Rate.	Time.		
			Entered in the Ordinary.	Diſcharged.		Months.	Weeks.	Days.

Appendix

FORM of the MUSTER-BOOK fo

Bounty paid.	N°.	Entry.	Year.	Appearance.	Whence, and whether Preſſed or not.	Place and County where born.	Age at the Time of Entry in this Ship.	N° and Letter of Tickets.	Mens Names.	Qualities.	D D D or R	Time of Diſcharge.	Year.

MUSTER TABLE of His Majeſty's Ship the

(N. B. *This Table is prefixe*

Time when Muſtered.	Place where.	By whom.	Muſter Letter.	Complement.	Ship's Company.				Voluntee	
					Borne.	Muſtered.	Checked.	Sick.	Borne.	Muſtered.

No. 32.

ll Perſons belonging to His Majeſty's Ships in Ordinary.

Full Wages.	Cheſt.	Hoſpital.	Neglect, &c.	Nett Wages.	Solving Column.	To whom paid, &c.

G. H. Clerk of the Check.

No. 33.

His Majeſty's Ships in Commiſſion.

Whither or for what Reaſon.	Straggling, or Neglect.	Navy Slop Clothes ſupplied.	Clothes in Sick Quarters.	Beds.	Dead Mens Clothes.	Tobacco.	Date of the Parties Order for allotting Monthly Pay.	Wages remitted from Abroad.	Two Months Advance.	Neceſſaries ſupplied Marines on Shore.	To whom the Tickets were delivered.	When Muſtered. Month. Days.

etween the and the

the Muſter-Book.)

d Boys.		Marines Part of Complement.				Supernumeraries for Wages.				Supernumeraries for Victuals.			
Checked.	Sick.	Borne.	Muſtered.	Checked.	Sick.	Borne.	Muſtered.	Checked.	Sick.	Borne.	Muſtered.	Checked.	Sick.

Appendix

Yard, 18 } An ACCOUNT of the State and

Names of the			Number of Men.																	
Ships.	Commanders.	Purfers.	Complement.	Borne.	Muftered.	When Muftered.	Checked, and why abfent.			Sick:		Of the Number borne.						Short of Complement.	Supernumeraries.	
							With Leave.	Without Leave.	Lent.	On Board.	On Shore.	Officers & Servants.	Petty and Able.	Ordinary.	Landmen.	Marines or Soldiers. Number.	Marines or Soldiers. Of what Regiment.		Belonging to other Ships.	Not borne as part of the Complement of the Ship.

Appendix

Yard, 18 } An ACCOUNT of Hired

Claſs.	Veſſels Names.	Commander, diſtinguiſhing whether Lieutenant or Maſter.	Complement.	Borne.	Muſtered.	When Muſtered.

No. 36.

Yard, 18 } An ACCOUNT of Maſters and Second Maſters belonging to His Majeſty's Ships in Sea Pay, under Check.

NAMES of

Ships.	Maſters.	Second Maſters.

G. H. Clerk of the Check.

. 34.

ndition of His Majesty's Ships at

Provisions on board for the Complement at Whole Allowance.											Time of		Stores Wanting.			Officers.				
Days.			Weeks.																	
Beer.	Malt, Spirits, Rum, or Wine.	Beef.	Pork.	Peafe.	Oatmeal.	Butter, or Oil.	Cheefe.	Vinegar.	Tons of Water.	Coming in.	Sailing.	Boatfwain's.	Gunner's.	Carpenter's.	Abfent.	On what Occafion.	Condition of the Ship.	When laft cleaned.	Obfervations.	

G. H. Clerk of the Check.

. 35.

fels muftered at this Port between and

ecked, and Reafon of Abfence.	Time of Arrival if not a Tender to the Admiral.	If ready for Sea.	If under Repair, and when it commenced.	Obfervations.

G. H. Clerk of the Check.

No. 37.

Yard, 18 } An ACCOUNT of Surgeons and Affiftant Surgeons belonging to His Majefty's Ships in Sea Pay, under Check.

NAMES of

Ships.	Surgeons.	Affiftant Surgeons.

G. H. Clerk of the Check.

Appendix

MUSTER-ROLL of the Company of His Majesty's Marine
between

N°	Names.	Quality.	Time of Entry for Subsistence.	Time of Embarkation.	On board what Ship.	At what Place.

ABSTRACT of Musters between the

No. of Company.	Where mustered.

Appendix

Yard, } An ABSTRACT of the Commissioned and Non-Commissioned
18 . }
in the Months of

No. of the Company.	(MONTH.)				(MO.
	At Head Quarters.	From Head Quarters.			At Head Quarters.
		In Hospital.	On Duty,	On Leave.	

No. 38.

Forces, whoſe Head Quarters are at
and the 180 .

Time of being retarded or returning to Quarters.	D D D or R.	Time when.	Whither, or for what Reaſon.	Remarks.	Time of Muſter. Month, and Days.		

and the (*prefixed to the Muſter Roll*)

When.		

G. H.
Clerk of the Check.

No. 39.

Officers, and Private Men, of the Diviſion of Marines, ſubſiſted and muſtered
and 180

- N T H.)			(M O N T H.)			
From Head Quarters.			At Head Quarters.	From Head Quarters.		
In Hoſpital.	On Duty.	On Leave.		In Hoſpital.	On Duty.	On Leave.

G. H.
Clerk of the Check.

No. 40.

FORM for taking Account of the Contents of each Log of Rough Timber, when received into Store from Contractors.

NUMBERS.		Contents.	Abated.	Straight or Compaſs.	Remarks.	Where ſtowed.
Purveyor's.	Diſtinguiſhing.					

No. 41.

FORM for taking Account of the Contents of each Piece of Sided Timber, when received into Store from Contractors.

NUMBERS.		Siding.	Contents.	Chock.	Abated.	Qualification, and Remarks.	Where ſtowed.
Purveyor's.	Diſtinguiſhing.						

No. 42.

FORM for taking Account of the Contents of each Piece of Knee Timber, when received into Store from Contractors.

Diſtinguiſhing Number.	Siding.	Arms, Long.		Contents.	Abated.	Square Raking.	Remarks.	Where ſtowed.
		Large.	Small.					

No. 43.

FORM for taking Account of the Contents of each Piece of Thick Stuff, when received into Store from Contractors.

Distinguishing Number.	Thick.	Length.		Breadth.		Top.	Qualification.	Contents.	Abated.	Where stowed.
		For Measurement.	Surplus.	Butt.	Middle.					

No. 44.

FORM for taking Account of the Contents of each Maſt-Log, when received into Store from Contractors.

DIAMETER.								
Heel.	Partners.	Quarters.			Hounds.	Head.	Top.	Abated.
		1.	2.	3.				

No. 45.

FORM for taking Account of the Contents of each Bowſprit-Log, when received into Store from Contractors.

Diſtinguiſhing Number.	Length.			Remarks.	Where ſtowed.
	Eſtabliſhed.	Extra.	Over.		

No. 46.

FORM for taking Accounts of the Contents of each Yard-Log, when received into Store from Contractors.

DIAMETER.

Slings.	Quarters.			Arm.	End.	Abated.
	1.	2.	3.			

No. 47.

FORM for taking Account of the Contents of each Piece of Fir Timber, when received into Store from Contractors.

Diſtinguiſhing Number.	Length.	Dimenſions.		Contents.	Remarks.	Where ſtowed.
		Butt.	Top.			

No. 48.

FORM of the CERTIFICATE for Stores received from Contractors.

Regiſtered the 18

Yard, } This is to certify, That landed the
18 } following, between the and the
and that the ſame were received into His Majeſty's Stores here, between the
and the per Contract and Navy Board's
Warrant of the and are charged to the Storekeeper.

No.	Quantity.	Rate per	Value.
		£. s. d	£. s. d.

FORM of the STATEMENT made upon the back of the above Certificate.

The mentioned on the other ſide, are good and fit for His Majeſty's Service, and, in all reſpects, conformable to the Contracts and Warrants by which they were received.

N. B. This Certificate is to be ſigned by the Maſter Attendant, Maſter Shipwright, Storekeeper, and Clerk of the Rope-yard, in their reſpective Departments, and always by the Clerk of the Check and Clerk of the Survey.

No. 49.

FORM of the DECLARATION at the end of each rough Receipt-book, to be ſigned by the Clerks employed in receving the Stores.

WE, whoſe names are under-ſigned, do hereby ſolemnly declare, That we have not put our hands to any of the preceding Receipts, which we were not actually and bonâ fide preſent at the whole of, and took particular Account of at the time, as entered herein; and that the foregoing arethe original, and only Notations made by us, of the Articles and Quantities receivec at the reſpective times herein ſtated.

No. 50.

FORM for keeping and tranſmitting Accounts of Lots of Old Stores ſold.

Yard, } An ACCOUNT of Old Stores, Chips, &c. ſold at a Public Sale
180 } in this Dock Yard, the of 180

N° of Lot.	Species.	Purchaſers.			Rate.	Depoſit.	Quantity delivered.	Value.	Remainder paid.	Officer who attended the Delivery.
		Name.	Vocation.	Place.						

G. H. Clerk of the Check. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

No. 51.

Yard, } ABSTRACT of the Accounts of Sales of Old Stores, Chips,
18 } &c. in the Quarter ending 180

Date of each Sale.	Amount.	When paid to the Treaſurer or his Clerk.

G. H. Clerk of the Check.

No. 52.

Yard, } An ACCOUNT of the Diſburſements of *G. H.* Clerk of the
180 } Check, in the Quarter ending 18

N° of the Vouchers.	When paid.	To whom paid	Nature of the Diſburſements.	£.	s.	d.

G. H. Clerk of the Check.

No. 53.

Yard, } An ACCOUNT of Deductions for the Civil Liſt from the
18 } Salaries of the Officers and Clerks, in Quarter 180

Names.	Qualities.	Rate of Salary per Annum.	Duty of One Shilling in the Pound.	Duty of Sixpence in the Pound.	Total Amount.	Solving Column.	To whom paid.

G. H. Clerk of the Check.

No. 54.

FORM of the SECTIONS for keeping the Entries of the Receipt of Stores.

Yard, }
18 }

Time when received.	From whom, by what Warrant received, and by what Ship or other Conveyance.	The Name and Quality of the Stores received.	Quantity and Weight.

No. 55.

FORM of the BILL of PARCELS or INVOICE of STORES, delivered by Merchants or Contractors (Timber excepted).

(*Date*)

The Commiſſioners of } Bought of agreeably to
His Majeſty's Navy. } Contract of 18

Date of Commiſſioners Order.	Species.	Quantity.	Rate.	Value.	Quantity actually received.
			£. s. d.	£. s. d.	

No. 56.

FORM of the BILL of PARCELS or INVOICE of STORES purchased by the Storekeeper.

(*Date*)

Mr. *I. K.* Storekeeper of His Majesty's Dock Yard at } Bought of for the Commissioners of His Majesty's Navy, per Warrant of

Species.	Quantity.	Rate.	Value.	Quantity actually received.

Appendix,

Dock Yard. } ACCOUNT of Timber Conversions returned

From what converted.			Sided	CON VER-		THICK				
Species.	Distinguishing			Ships Timbers and Beams.	Carlings, Quarter, Ledges, &c.	10 Inches.	9½	9	8½	8
	N°	Year.								

Appendix,

Dock Yard. } ACCOUNT of Converted TIMBER received this day

For what Ship or Service.	From what converted.			CONVER-		THICK				
	Species.	Distinguishing		Ships Timbers and Beams.	Carlings, Quarter, Ledges, &c.	10 Inches.	9½	9	8½	8
		N°	Year.							

No. 57.

Dock Yard. } ACCOUNT of Timber received from the Store for Converſion, the day of 18

Species.	Contents.	Diſtinguiſhing	
		N°	Year.

T. M. Timber Maſter.

No. 58.

into Store this day of 18

-SIONS.										
STUFF.						Plank.				
$7\frac{1}{2}$	7	$6\frac{1}{2}$	6	$5\frac{1}{2}$	5	4 Inches.	3	$2\frac{1}{2}$	2	

T. M. Timber Maſter.

No. 59.

from Store, and expended for the ſeveral Services under-mentioned, of 18

-SIONS.										
STUFF.						Plank.				By whom received.
$7\frac{1}{2}$	7	$6\frac{1}{2}$	6	$5\frac{1}{2}$	5	4 Inches.	3	$2\frac{1}{2}$	2	

T. M. Timber Maſter.

Appendix,

LEDGER ACCOUNTS of the Receipts and the Iſſues of Stores at His Majeſty's
Mr. *I. K.*

D^r on Account of Receipts.

	BRASS.							
	Bells.				Bolts.			
	Cabin.	Watch.		Bolts.	Cranks.	Large.		Small.	Pumps.
To Remains, 31ſt Dec^r 18									
Receipts in Lady Quarter 18									
Midſummer - -									
Michaelmas - -									
Chriſtmas - -									

N. B. All the other Articles in Store are to be

Appendix,

BALANCE of the Receipts and Iſſues of Stores at His Majeſty's Dock
Mr. *I. K.*

D^r. To Remains on the (*Date*) - - - - - -
Received between and (*Date*) - -

Total - -

C^r. By Balance - - - - - - - - - - - - -
Iſſued between 1ſt and (*Date*) - - - - -

D^r. To Remains on (*Date*) carried to next Account -
C^r. By Exceſs on (*Date*) carried to next Account - -

N. B. All other Articles in Store are to be

No. 60.

Dock Yard at between the 1ſt of January and the 31ſt of December 180
Storekeeper,

Cr on Account of Iſſues.

	BRASS.						
	Bells.				Bolts.		
	Cabin.	Watch.	Bolts.	Cranks.	Large.	Small.	Pumps.
By Iſſues in Lady Quarter 18							
Midſummer - -							
Michaelmas - -							
Chriſtmas - -							
Remains, 31ſt Decr 18 - -							

I. K. Storekeeper.

accounted for under general Heads, as above.

No. 61.

Yard at in the Quarter ending the of 180
Storekeeper.

BRASS.						
Bells.				Bolts.		
Cabin.	Watch.	Bolts.	Cranks.	Large.	Small.	Pumps.

I. K. Storekeeper.

counted for under general Heads, as above.

Appendix,

FORM of the QUARTERLY ABSTRACT

BRASS.

Bells.				Bolts.			Boſſes for Cocks.
Cabin.	Watch.	Bolts.	Cranks.	Large.	Small.	Pumps.	

N. B. All other Articles received are to be entered under general Heads, as "Oak Timber" there are to be two Columns for "Timber Converted," Quarter, Ledges," &c.

No. 63.

FORM of a BILL OF CREDIT to Warrant Officers of His Majeſty's Ships, for Stores ſhort ſupplied.

Yard, the of 18

THIS is to certify, That there are due to Mr. (*Name and Quality*) of His Majeſty's Ship the the following Articles, which could not be ſupplied at this Yard; viz.

Species.	Quantity, and Weight.	Solving Column.	Deviations.

I. K. Storekeeper.

No. 62.

of the Receipt of STORES.

BRASS.

Boxes.			Braſſes.			Candle-Sticks.	Caſt Plates and Sheets.
Timber Carts.	Pumps.	Sluices.	Blocks, Cranes, &c.	Laying and Spinning.	Point Pump, Ventilator, &c.		

I. K. Storekeeper.

bove ; and a ſimilar Abſtract is to be made of Stores Iſſued. Under the head of
of which one is to ſpecify "Ships Timbers and Beams," and the other, "Carlings,

No. 64.

FORM for tranſmitting ACCOUNTS OF STORES tranſported from one Yard to another.

18 Yard, } TRANSPORTATIONS.

Time when.	For what Yard, and by what Conveyance.	Species.	Quantity, and Weight.

No. 65.

FORM of the Bill of Lading for Stores tranſported from one Yard to another.

Yard } Stores ſhipped on board the
18 } Tranſport Maſter, for
agreeably to the Navy Board's Warrant of

SPECIES.	Quantity and Weight ſhipped.	Quantity actually received.

I. K. Storekeeper.

No. 66.

FORM for tranſmitting the Account of Stores ſhipped for Foreign Ports.

Yard, } An ACCOUNT of Stores ſhipped for
18 } in the

SPECIES.		Quantity.	
Anchors of	Cwt.	No.	

N. B. All the other Articles are to be inſerted in the above manner.

Tonnage of the before-mentioned Articles, and of the Slops, &c.; viz.

	Tons.	Cwt.
Of the Made Maſts, &c.		
Large rough Maſts, &c.		
Cables and Cordage		
Sails		
Other Stores		
Slops		
Coals		
Bricks		
Boats		
Total Tonnage ſent in the Ship		

I. K. Storekeeper.

No. 67.

Yard, } An ACCOUNT of Ships that have arrived with Foreign
180 } Stores.

Ships Names.	When arrived.	Nature of the Loading.

N. B. The names of all the Articles are to be ſpecified, and alſo the names of the Contractors on whoſe Account the Goods may be brought.

I. K. Storekeeper.

No. 68.

Yard, } An ACCOUNT of the probable Expence of Iron in the year
18 } 18 and 18

Sorts and Sizes of Iron.	18		18	
	Tons.	Cwt.	Tons.	Cwt.

E. F. Maſter Shipwright. *I. K.* Storekeeper.

N. B. This Account is to be tranſmitted at Michaelmas.

No. 69.

Yard, } An ACCOUNT of the probable Expence of Canvas for one
18 } year from this time.

SORTS.	Quantity.
	Bolts.

C. D. Maſter Attendant. *I. K.* Storekeeper.

N. B. This Account is to be tranſmitted at Michaelmas.

No. 70.

Yard, } An ACCOUNT of the Quantity of Timber, Thick Stuff,
18 } Plank, &c. in Store, and due on the 30th of September last, with the probable Expence of thoſe Articles in the enſuing year; and alſo what may be ſpared to other Yards.

TIMBER.	In Store 30th Sept 18	Due, diſtinguiſhing what is due from the other Yards.	Total in Store, and due.	Probable Expence from 30th Sept. 180 to 30th Sep. 180	May be ſpared.
METINGS.					
Oak, ſtraight, rough, 90 feet and upwards - - - - - Lds.					
90 to 70					
70 to 60					
under 60					
Sided, in rough contents - -					

E. F. Maſter Shipwright.
I. K. Storekeeper.
T. M. Timber Maſter.

N. B. The other Articles of Timber, Thick Stuff, Plank, Board, and Treenails, are to be enumerated as above. It is to be noted at the top of the firſt Column, whether the Remains have been aſcertained by Survey or not. The Foreſt Timber in Store is not to be diſtinguiſhed.

This Account is to be tranſmitted at Michaelmas.

Appendix,

Yard, } FOREIGN
180 }

An ACCOUNT of the Foreign Stores; alſo Pitch, Roſin, Turpentine, ſtore, and due on the 31ſt Dec. 18 :—And of the probable Expenditure Account of the Receipts and Iſſues of the aforeſaid Articles in the laſt year, Value of the principal Articles in Store on 31ſt December 18

SPECIES.	In Store, 31ſt Dec. 18	Due. Quantity.	Due. From whom or what Yard.	Total in ſtore, and due 180	Probable Expenditure in 180	Probable Expenditure in 180
Timber, Fir, Norway - Lds.						
Dantzic - -						
Riga - - -						

N. B. All Articles of Fir, Timber, Maſts, Spars, Hemp, Iron, and

No. 71.

Yard, } An ACCOUNT of Beech Timber and Plank in Store,
18 } ſhewing what further quantities are wanted.

(Annexed to the preceding Account.)

BEECH.	In Store, 30th September 18	Due from each of the		Total in Store, and due.	Probable Expenditure for one year.	Wanted in addition to the quantity in Store, and due, to make up the probable Expenditure.
		Contractors, ſhewing the quantity due on each Warrant, and the date thereof.	Foreſts, noting the quantity due on each Warrant, with the date thereof.			

E. F. Maſter Shipwright. *I. K.* Storekeeper.

T. M. Timber Maſter.

No. 72.

STORES, &c.

Canvas, Oak, Elm, Beech, and Aſh, Timber, Plank, Board, and Treenails, in of the Foreign Stores, Roſin, and Turpentine, in 18 and 18 :—Alſo, An and the Value of certain parts thereof:—With a comparative Statement of the and 31ſt December laſt.

Received in 18			Iſſued in 18		
From Contractors, or Commiſſion.	From other Yards.	Value of the Receipts from Contractors, or Commiſſion.	Expended, including what hasbeen ſent Abroad and to the Out-Ports.	Sent to the other Yards.	Value of the Stores, Expended, including thoſe ſent Abroad and to the Out-Ports.

Canvas, included under this head, are to be enumerated as above.

No. 72.

OAK TIMBER, and KNEES.	In Store, 31st Dec. 18	Due from		Total in Store, and due.	Received in 18		
					From		
		Contractors.	Forests.		Contractors.	Forests.	Other Yards.
	Loads in rough Contents.						
Not arising from Converſions in the Yard; viz.							
Timber - ſtraight, rough -							
ſided -							
Compaſs, rough -							
ſided -							
Knees, rough -							
ſided -							
TOTAL - -							
From Converſions in the Yard; viz.					Received by Converſions in the Yard - - -		
Oak Timber, under various Denominations - - - - -					Iſſued in part of what had been converted in the Yard - - - -		
General Total in Store, and due - - - -							

N. B. Timber, &c. ſent Abroad, or to the Out-Ports, to

-continued.

Total of the Receipts.	Value of the Receipts.	Issued in 18					Total of the Issues.	Value of the actual Expenditure, as stated in the 4th Issue Column.
		For carrying on the Building and Repair of Ships, and other current Works or Services.	For Conversions not included in preceding Column.	Sent Abroad, or to the Out-Ports.	Total of the Three preceding Columns, which is to be considered as the actual Expenditure.	Sent to other Home Yards.		
	£.							£.

Loads rough Contents.

Mem. The Receipts of Conversions, and the Issues of Timber converted in the Yard, are not to be added to the Receipts and actual Expenditure, inserted above, the Timber from which the said Quantities arose being included in the above, or in the Receipts and Issues of rough and sided Timber in former Years.

sidered as constituting part of the actual Expenditure.

No.

TIMBER of SORTS.	In Store, 31ſt Dec. 18	Due from		Total in Store, and due.	Received in 18		
					From		
		Contractors.	Forefts.		Contractors.	Forefts.	Other Yards.
	Loads in rough Contents.						
Not ariſing from Converſion in the Yard; viz.							
Timber - - Elm - -							
Beech - -							
Aſh - -							
From Converſions in the Yard; viz.							
Timber - - Elm, Beech, Aſh (under various Denominations.)							
Total* of Timber - Elm -							
Beech -							
Aſh -							

* So far as reſpects the ſeveral Columns in this Page.

—continued.

Total of the Receipts.	Value of the Receipts.	Issued in 18					Total of the Issues.	Value of the actual Expenditure, as stated in the 4th Issue Column.
		For carrying on the Building and Repairs of Ships, and other current Works or Services.	For Conversions not included in preceding Column.	Sent Abroad or to the Out-Ports.	Total of the Three preceding Columns, which is to be considered as the actual Expenditure.	Sent to other Home Yards.		

	Received by Conversions in the Yard.	Issued.
	Loads in rough Contents.	
Timber - - Elm - -		
Beech - -		
Ash - -		

N. B. The Notation in this part of the preceding Page, relative to Receipts and Issues of Oak Timber converted in the Yard, is also applicable to Elm, Beech, and Ash.

No.

Thick Stuff, and English Oak Plank.	In Store 31ſt Dec. 18	Due from		Total in Store, and due.	Received in 18			
					From			
		Contractors.	Forests.		Contractors.	Forests.	Other Yards.	Converſions.
	Loads.—Nett Contents.							
Inches.								
Thick Stuff, of - 10								
9 1/2 to 9								
8 1/2 to 8								
7 1/2 to 7								
6 1/2 to 6								
5 1/2 to 5								
4 1/2								
TOTAL - -								
Inches.								
Oak Plank of - 4								
3 1/2 to 3								
TOTAL - -								

SPECIES.	In Store 31ſt Dec. 18.	Due from		Total in Store, and due	Received in 18			
					From			
		Contractors.	Forests		Contractors.	Forests.	Other Yards.	Converſions.
	Loads.—Nett Contents.							
Inches.								
Plank, Beech, of - 4								
3 1/2 & 3								
Elm - - 4								
3 1/2 & 3								
Feet.								
Board, Elm - -								
Sheathing -								
Oak - -								
Riga or Wainſcott								
N°								
Treenails of 42 Inches down to 12 Inches								
TOTAL VALUE -								

N. B. The foregoing are the only Arti

-continued.

Value of the Receipt, except ſuch as aroſe from Converſions.	Iſſued in 18				Value of the actual Expenditure, as ſtated in the 3d Iſſue Column.
	For carrying on the Building and Repairs of Ships, and other current Works or Services.	Sent Abroad, or to the Out-Ports.	Total of the two preceding Columns, which is to be conſidered as the actual Expenditure.	Sent to other Home Yards.	

Value of the Receipts except ſuch as aroſe from Converſions.	Iſſued in 18				Value of the actual Expenditure, as ſtated in the Third Iſſue Column.
	For carrying on the Building and Repairs of Ships, and other current Works or Services.	Sent Abroad, or to the Out-Ports.	Total of the two preceding Columns, which is to be conſidered as the actual Expenditure.	Sent to other Home Yards.	

hat are to be inſerted in this Return.

No. 72—*continued.*

A COMPARATIVE VIEW of the Value of the Principal Articles remaining in Store on the 31ſt December 18 and 31ſt December 18

Unappropriated Stores.	31ſt Dec^r 18	31ſt Dec^r 18	18	
			More.	Leſs.
			£.	£.
Timber Oak, Engliſh, and Knees, rough				
Sided and converted - -				
Aſh - - - - - - - -				
Beech - - - - - - -				
N. B. All the other Articles are to be enumerated in the above Manner.				
Total -				
Appropriated Stores.				
Total Value of all the Principal Articles of appropriated Stores, none of which are included in the above - - - -				
General Total of the appropriated and unappropriated Stores - - - - -				

C. D. Maſter Attendant.

E. F. Maſter Shipwright. *I. K.* Storekeeper.
N. O. Clerk of the Rope-yard. *L. M.* Clerk of the Survey.
T. M. Timber Maſter.

(To be annexed to the Annual Account of Foreign Stores, &c.)

REASONS why the probable Expence of any of the Foreign Stores (except Iron and Maſts) in the preceding Account, is eſtimated at conſiderably more, or leſs, than the actual Expence thereof has been in the Year preceding the date of the ſaid Account.

Species of Stores.	Probable Expence of the two following Years, greater, or leſs, than the Expence in the laſt Year.				Reaſons for the Difference.
	18		18		
	Greater.	Leſs.	Greater.	Leſs.	

C D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope-yard. *T. M.* Timber Maſter.

N. B. If the probable Expence in either of the Two Years mentioned in the preceding Account be One-fourth (or nearly) more, or leſs, than the actual Expence of laſt Year, the Articles ſo circumſtanced are to be conſidered as coming within the Meaning of this Account, but not otherwiſe.

Each ſort of Fir Timber, Baulks, Spars, Rafters, Hemp, and each ſize of Deals and Plank, are to be conſidered ſeparately and independently of the other ſorts and ſizes. But Uphroes are only to be regarded when the Total Number falls under either of the circumſtances expreſſed in the Note above.

No. 73.

Yard, } An ACCOUNT of Norway, Riga, and Dantzic Goods in
18 } Store, and Due, on the 31ſt December 18 , with the probable Expenditure in this and the following Year.

SPECIES.	In Store, 31ſt Decr 18	Due:		Probable Expenditure:	
		Quantity.	From what Yard, or Contractor.	18	18
Fir Timber, Norway - Lds.					
Dantzic - -					
Riga - - -					
N. B. All the other Articles are to be enumerated in the above manner.					

E. F. Maſter Shipwright. *I. K.* Storekeeper.
T. M. Timber Maſter.

No. 74.

Yard, } An ACCOUNT of American Maſts, Yards, and Bowſprits
18 } in Store, on 31ſt December 18 , with the probable Expence in this and the following Year.

DESCRIPTION.	In Store, on 31ſt Decemr 180	Wanted to complete the Eſtabliſhment.	Probable Expenditure in ..		Total wanted to carry on the Service to the end of the Year 180 , leaving the Eſtabliſhment in Store at that time.	What part of the aforeſaid Total, the ſurplus of Riga Maſts, &c. in Store, over and above the Eſtabliſhment, may anſwer as a Subſtitute for.
			180	180		
Maſts, of 38 Inches, down to 20 Inches,						
N. B. The Yards and Bowſprits are to be enumerated in the above manner.						

E. F. Maſter Shipwright. *I. K.* Storekeeper.

No. 75.

Yard, } An ACCOUNT of COALS in Store, and Due, &c.
18

In Store, and Due at this period.	Wanted to complete the Eſtabliſhment.	Probable Conſumption from this time, to the 31ſt March 18	Wanted to carry on the Service for one Year, leaving the Eſtabliſhment in Store at that period.

E. F. Maſter Shipwright. *I. K.* Storekeeper.

No. 76.

FORM for the Books for the Entry of Notes, under the following Heads of Expence.

Ordinary - - Iſſue	Tranſport - - Supply
Wear and Tear - Iſſue	Naval - - Supply
Extra - - Iſſue	

Day of the Month.	For what Uſes.	The Service and Species of Stores iſſued.	The Quantity and Weight.	Rate.	Value.

N. B. The Monthly Account of Supplies to Ships is ſent agreeably to the above Form.

No. 77.

SURVEY BOOK.

(Ship or Veſſel's Name.)

Boatſwain.
Carpenter.

ABSTRACT of their included Indents at the . day of 18

		Weight.	Value.
For Rigging, and fitting it	Cordage - - - - -		
	Blocks, Dead Eyes, &c. - -		
	Thimbles, Hooks, &c. - -		
	Other Stores - - - -		
Boatſwain's Sea Stores -	Cables and other Cordage - -		
	Anchors - - - - -		
	Sails - - - - - -		
	Boats - - - - - -		
	Other Stores - - - -		
Carpenter's Charge - -	Maſts and Yards - - -		
	Cabins - - - - -		
	Sea Stores - - - -		
	TOTAL - -		

This Survey-book is to be delivered to the Captain of each of His Majeſty's Ships when the Officers indent, and with the Perfect-book, to be left with every ſucceeding Captain, in order to remain on board the Ship as a compleate Regiſter, or for general Guidance in caſe of Accidents; and when the Ship is paid off, it is to be ſent to the Surveyor's Office, with the Books and Papers for paſſing the Captain's Accounts.

N. B. Here follows Copies of the Indents for the Stores committed to the charge of Boatſwains and Carpenters.

AN INDENTURE, containing the Dimenſions, Quantity, Quality, and Wear of all the Materials appertaining to the Rigging, Ground Tackle, Furniture, and Sea Stores, belonging to His Majeſty's Ship the and committed to the cuſtody of Boatſwain, at her going to Sea this day of 180 ; together with an Eſtimate of the Value thereof, according to the particular Rates herein mentioned :

Names of the Standing and Running Rigging.	Inches.	Fathoms.	Wear.	BLOCKS, &c.			IRON.	
				Species.	Inches.	Numbers.	Hocks	Thimbles.

Others Stores for fitting the Rigging in the Rigging Houſe.	Number or Quantity.	Dimenſions or Weight.	Wear.	Rate.	Value.

N. B. The Table ſhewing the Length of the firſt Warp of the Standing Rigging, is to be inſerted agreeably to Form N° 20.

No. 77—*continued.*

BOATSWAIN's Sea Stores.

SPECIES.	Number or Quantity.	Dimenſions or Weight.	Wear.	Rate.	Value.
Blacking - - - - -					
Black Varniſh - - - -					
Bruſhes, large - - - -					

N. B. All other Articles are to be inſerted in the above manner.

BOATSWAIN'S Preſent Uſe Stores for a Ship of each Claſs, and Sloops.

Species.	GUNS.												Sloops.		
	100	90	80	74	70	64	60	50	44	36	32	28	24 and 20	From 300 to 268 Tons.	Of 200 Tons.	Of 140 Tons.
Blacking lbs.																
Brooms N°																
Bruſhes, Tar																

N. B. All other Articles are to be inſerted in the above manner.

An INDENTURE, containing the Dimenſions, Quantity, Quality, and Wear of all the Maſts, Yards, Tops, Caps, Croſs-trees, Treſſel-trees, Bulk-heads, Cabins, and other Appurtenances and Sea Stores, belonging to His Majeſty's Ship the , and committed to the cuſtody of Carpenter, at her going to Sea, this Day of 180 ; together with an Eſtimate of the Value thereof, according to the particular Rates herein mentioned.

MASTS, &c.	Number or Quantity.	Dimenſions.		Wear.	Rate.	Value.
		Diameter.	Length.			

No. 77—*continued.*

CARPENTER'S Sea Stores.

SPECIES.	Number or Quantity.	Dimentions or Weight.	Wear.	Rate.	Value.
Bells, Cabin - -					
Watch - -					
Bruſhes, Tar - -					

N. B. All other Articles to be inſerted in the above manner.

CARPENTER'S Preſent Uſe Stores for a Ship of each Claſs, and Sloops.

SPECIES.	GUNS.												Sloops.		
	100	90	80	74	70	64	60	50	44	36	32	28	24 and 20	From 300 to 268 Tons.	Of 200 Tons.	Of 140 Tons.
N° Ballaſt Baſkets																
Baulks - -																
Feet. Board, Elm -																

N. B. All other Articles are to be inſerted in the above manner.

No. 78.

A DEMAND for Stores for His Majeſty's Ship
ſhewing the Remains.

Articles.	Remaining on Charge.	When laſt completed.	Wanted			Reaſons for demanding Anchors, Cables, Sails, Boats, and other material Articles.
			To complete for Channel Service.	To complete for Foreign Service.	In lieu.	

No. 79.

FORM of a Stated Account of a Boatſwain or Carpenter
His Majeſty's Ships.

(*Name of Ship.*)

(*Quality, and Name of Officer.*)

Voyage,

N. B. Commiſſioned 18

Account of his Receipts and Expence, &c. of Stores, } From / to

Expence-Book examined at

Account ſtated at

Paſſed at the Navy Office, and Certificate.

Delivered to the Receiver of F
for Mr. (*Agent*)
of 18 ; or f
to Yard the
of 180

SPECIES.	Remains per (Indent or Survey) at the 18	Supplies. at the 18	at the 18	at the 18	V. C.
Blacking - - - - lb.					
Black Varniſh, - - Gall.					
Bruſhes, large - - - N°					

N. B. All the other Articles of Boatſwain's or Carpent

No. 79—*continued.*

A Particular Account of the Stores lent.

Time when.	To what Ship or Perſon.	Nature of the Stores.	Quantity.	When Supplies to Private or Foreign Ships were reported to the Board.

Total Charge.	Expence.	Remains per Survey at the 18	Returns.	Loans.	Deficient.	Over.

, are to be accounted for in the above manner.

No. 79—*continued.*

The Nature and Occaſion of the Loſs and Extra Expenditure of the ſeveral Stores included in the preceding Expence.

Time when.	The nature of the Stores, Place where, and Occaſion how.	Quantity.

FORM of the CERTIFICATE at the end of the Stated Account.

(Name of Ship.)

THIS is to certify, That Mr. (Boatſwain, *or*, Carpenter) of His Majeſty's ſaid Ship, has given a fair Account of all the Stores committed to his charge between the and the and that there is no deficiency (*or*, excepting the following Articles, which appear upon a correct reviſion of the foregoing Statement, to be deficient.)

C. D. Maſter Attendant; *L. M.* Clerk of the Survey.

or

E. F. Maſter Shipwright.

(Clerk's Initials.)

No. 80.

Yard, } An ACCOUNT of STORES ſupplied to Hired Tranſports
18 } (under the Commiſſioners for conducting the Tranſport Service) from this Port in the laſt Month.

Date.	Name of		Species of Stores.	Quantity.	Rate.	Value.
	Tranſport.	Maſter.				

L. M. Clerk of the Survey.

No. 81.

Yard, } An ACCOUNT of STORES supplied to Hired Tenders or
18 . . } Veſſels at this Port, in the laſt Month, and to whom charged.

Date.	Name of		Species of Stores.	Quantity.	Rate.	Value.
	Hired Tender or Veſſel.	Maſter, or Perſon charged with the Stores.				

L. M Clerk of the Survey.

No. 82.

Yard, } An ACCOUNT of STORES ſupplied to Merchant Veſſels at
18 } this Port in the laſt Month.

Date.	Name of				Species of Stores.	Quantity.	Rate.	Value.
	Veſſel.	Maſter.	What Port belonging to.	Owner.				

L. M. Clerk of the Survey.

No. 83.

FORM for the Book for the Entry of Notes for Stores returned.

Time when returned.	From whom.	The Name and Quality of the Stores.	The Quantity and Weight.	Rate.	Value.

App

EXTRA ESTIM

Yard, } An ESTIMATE of the Works prop
180 }
the 1st of Janua

Guns.	Ships Names.	Building, or Nature of the Repair.	In what Dock, or on what Slip.	Time when may be Taken in Hand.	Completed.	Charge of the Hull. Materials.	Workmanship.	To
						£.	£.	£

N. B. The Sums eſtimated for the Repairs are to be inſerted over thoſe for Coppering and Bolting, and each to be diſtinct.

	(Name.)			For Coppering -				
				Bolting or Re-bolting }				
				Total - -				

ON THE W

PARTICULARS.

Carrying on by the People of the Yard.

(Services.)

Propoſed to be carried on by the People of the Ya

(Services.)

Carrying on by Contract.

(Services.)

Propoſed to be carried on by Contract.

(Services.)

C. D. Maſter Attendant.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtant

34.

ie Year 180

rried on, under the Head of EXTRA, at this Port; between
December 180

Charge of the Masts and Yards.			Charge of the Furniture and Stores.			Grand TOTAL.
Materials.	Workmanship.	Total.	Materials.	Workmanship.	Total.	
£.	£.	£.	£.	£.	£.	£.

N. B. Shillings and Pence need not be inserted.

THE YARD.

Charge of the		TOTAL.
Materials.	Workmanship.	
£.	£.	£.

L. M. Clerk of the Survey.

No. 85.

ORDINARY ESTIMATE, for the Year 180

Yard, } An ESTIMATE of the Works propoſed to be carried on under
180 } Head of ORDINARY at this Port, between the 1ſt January and
December 180

Articles.	WORKS.	Charge of		Tota
		Materials.	Workman-ſhip.	
	N. B. If any Works are propoſed to be carried on under the Head of Ordinary, more than are included or underſtood to be comprehended under the general heads, they are to be diſtinguiſhed in Red Ink.	£.	£.	£.
		N. B. Shillings and Pe need not be inſerted.		
	HARBOUR MOORINGS and HARBOUR RIGGING:			
1ſt.	For Mooring Cables, Pendants, Chains, Swivels, Bridles, Seizings, Buoys, &c. for Mooring and Securing Ships in Harbour - - - - - - - -			
2d	For Harbour Rigging, Swifters, Tackles, Hawſers, Warps, Lanching Geer, ballaſting and unballaſting Ships, Tarpawlings, Awnings, Airing Stoves, Oars, Colours, Brooms, Candles, &c.			
	GRAVING and ORDINARY REPAIRS:			
3d.	For fitting Ships for a ſtate of Ordinary, and giving Ships of different rates their annual and triennial trimmings - - - - - - - -			
4th.	For repairing Store, Boat, Maſt, Top, Rigging, and Tar-houſes, Smith's Shop, Sail and Mould Lofts, Officers Lodgings, and Offices - - - -			
5th.	For repairing Rope, Hemp, Hatchel, and Tar-houſes, and other Storehouſes, belonging to the Rope-yard -			
6th.	For repairing Docks, Building-ſlips, Maſt-docks, Wharfs, Jetty-heads, Platforms, and Landing Bridges - - - - - - - -			
7th.	For repairing Cranes, Saw-pits, Cabins, Bell-frames, Capſtans, Crabs, Sledges, and Waggons - -			
8th.	For repairing Hulks, Receiving-ſhips, ſmall Yachts, Naval Tranſports, Hoys, Lighters, Harbour-boats, and Floating-ſtages, and for roofing Sheds - -			

No. 85—*continued.*

Articles.	WORKS.	Charge of		Total.
		Materials.	Workmanship.	
9th.	For repairing Props for Moorings - - -	£.	£.	£.
10th.	For Paving the Yard, and clearing the Docks and Yards of Sulliage, and other incidental Charges - - - - - - -			
11th.	For receiving, delivering, and laying Stores apart, and ſeparating the bad for Sale -			
12th.	For canting, carting, and pitting Timber and Converſion of Stores - - - - - -			
	TOTAL - - £.			
	GRAND TOTAL - - £.			

Yard, } An Account of the Particulars which form the Ordinary Eſtimate
18 } for the Year 180 *(annexed to the preceding Eſtimate.)*

Article of the Eſtimate.	PARTICULARS.	Sum.

C. D. *E. F.* Maſter Shipwright.
Maſter Attendant. *R. S.* and *T. U.* Aſſiſtants. *L. M.* Clerk of the Survey.

Appendix

WEAR AND TEAR ESTIMATE

Yard, } An ESTIMATE of the Works propoſed to be carried
18 }
and 31

Guns.	Ships Names.	Charge of the Hull.		
		Materials.	Workmanſhip.	Total.
	For fitting and refitting all ſuch Ships as may be ordered to the Port for thoſe purpoſes in the courſe of the year - - - -			

C. D. Maſter Attendant.

E. F. Maſte
R. S. and *T. U*

Appendix

QUARTERLY EXPENCE, unde

Yard, } An ACCOUNT of the Expence under the Head of Extr
18 }
in Red Ink, the Ships and Articles which hav

N. B. The Sum granted on each Article to b

Rate.	Guns.	Ships Names.	Charge of the Hull.			Charge of the Maſts and Yards.		
			Materials.	Workman-ſhip.	Total.	Materials.	Workman-ſhip.	Total.

o. 86.

the Year 18

at this Port under the Head of WEAR and TEAR, between the 1ſt January,
ecember, 18 .

Charge of the Maſts and Yards.			Charge of the Furniture and Stores.			Grand Total.
Materials.	Workmanſhip.	Total.	Materials.	Workmanſhip.	Total.	

ght.
ants.

L. M. Clerk of the Survey.

o. 87.

e Head of EXTRA.

this Port, between the and the diſtinguiſhing,
t been provided for in the Extra Eſtimate.

at over the Sum Expended in Red Ink.

Charge of the Furniture and Stores.			Grand Total of the		Expence compared with the Grants.	
Materials.	Workmanſhip.	Total.	Expence.	Grants.	More.	Leſs.

No. 87—

On the Works of the Yard. PARTICULARS.	Performed by the People of the Yard. Materials.	Workmanship.

C. D.
Maſter Attendant.

E. F.
Maſter Shipwright.
R. S. and *T. U.*

Appendix,

QUARTERLY EXPENCE, under

18 Yard, } An ACCOUNT of the Expence under the Head of

Mem. The Works and Services not provided for in the

Articles.	PARTICULARS.
	Harbour Moorings and Harbour Rigging.
1ſt.	For Mooring Cables, Pendants, Chains, Swivels, Bridles, Seizings, Buoys, &c. for mooring and ſecuring Ships in Harbour. - - - - - - - - - -

C. D. Maſter Attendant.

E. F. Maſter Shipwright.
R. S. and *T. U.*

N. B. The remaining eleven Articles

continued.

Performed by the Contractors, including the Amount of the Works unpaid for, and Materials supplied them.	Total of Expence.	Sums granted.	Expence compared with the Grants.		Observations, and Dates of Warrants for transferring of Grants, &c.
			More.	Less.	
		N. B. To be inserted in Red Ink.			

I. K. Storekeeper. *L. M.* Clerk of the Survey.
Assistants.

No. 88.

the Head of ORDINARY.

Ordinary at this Port, between the and 18 .

Estimate for the Year, are to be described in Red Ink.

Real Expence of		Total Real Expence.	Nominal Expence for Materials.
Materials.	Workmanship.		

I. K. Storekeeper. *L. M.* Clerk of the Survey.
Assistants.

are to be inserted as in No. 85.

Appendix,

QUARTERLY EXPENCE, under the

Yard, } An ACCOUNT of the Expence, under the Head of WEAR
18 }

Rate.	Guns.	Ships Names.	Charge of the Hull.		
			Materials.	Workmanship.	Total.

C. D. Master Attendant.

E. F. Master Shipwright.
R. S. and *T. U.* Assistants.

Appendix,

ANNUAL EXPENCE under

Yard, } An ACCOUNT of the Expence under the Head of EXTRA
18 }

Mem. The Ships and Works, which were not provided

Rate or Guns.	Ships Names.		Charge of the Hull.			Charge of the Masts and Yards.		
			Materials.	Workmanship.	Total	Materials.	Workmanship.	Total.
		Lady Quarter -						
		Midsummer -						
		Michaelmas -						
		Christmas - -						
		Total - -						
		Deduct for Stores returned, &c.						
		Real Expence of the Year -						

N. B The Expence of each Ship

No. 89.

Head of WEAR and TEAR.

and TEAR, at this Port, between the , and 18

Charge of the Masts and Yards.			Charge of the Furniture and Stores.			Grand TOTAL.
Materials,	Workmanship.	Total.	Materials.	Workmanship.	Total.	

I. K.
Storekeeper.

L. M.
Clerk of the Survey.

No. 90.

the Head of EXTRA.

at this Port, between the 1ſt January and 31ſt December 18

for in the Extra Eſtimate, are to be diſtinguiſhed in Red Ink.

Total for Hull, Masts, and Yards.	Charge of the Furniture and Stores.			Grand Total of the Expence.	Sum granted.	Expence compared with the Grants.		Obſervations and Dates of Warrants for transferring the Grants, &c.
	Materials.	Workmanſhip.	Total.			More.	Leſs.	

is to be inſerted in the above manner.

No. 90—*continued.*—ON THE WORKS

PARTICULARS:	Performed by the People of the Yard.	
	Materials.	Workmanship.
Lady Quarter - -		
Midſummer - -		
Michaelmas - -		
Chriſtmas - - -		
Total - - -		
Deduct - -		
Real Expence of the Year - -		

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants.

Appendix,

ANNUAL EXPENCE under

Yard, } An ACCOUNT of the Expence, under the
18 } 1ſt January and

N. B. The Works and Services not provided for in the Eſtimate

Articles.	PARTICULARS.	
1ſt.	Harbour Moorings and Harbour Rigging. The mooring Cables, Pendants, Chains, Swivels, Bridles, Seizings, Buoys, &c. for Mooring and ſecuring Ships in Harbour.	Lady Quarter - - Midſummer - - - Michaelmas - - - Chriſtmas - - - Total - - Deduct - - Real Expence for the Year - -

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants.

N. B. The remaining Eleven Articles containe

OF THE YARD.

Performed by Contractors, including the Amount of the Works unpaid for, and Materials ſupplied them.	Total of Expence.	Sums granted.	Expence compared with the Grants.		Obſervations, and Dates of Warrants for transferring the Grants, &c.
			More.	Leſs.	
N. B. The whole of the Expence which belongs to the Column to be ſhewn in one Sum; Diſtinguiſhing each Quarter.		*N. B.* To be inſerted in Red Ink.			

J. K. Storekeeper. *L. M.* Clerk of the Survey.

No. 91.

the Head of ORDINARY,

Head of ORDINARY, at this Port, between the 31ſt December 180 .

for the Year are to be deſcribed in Red Ink.

Real Expence of		Total real Expence.	Total Grants.	Real Expence compared with the Grants.		Nominal Expence for Materials.
Materials.	Workmanſhip.			More.	Leſs.	
N. B. Shillings and Pence need not be inſerted.			To be inſerted in Red Ink.			To be inſerted in Red Ink.

I. K. Storekeeper. *L. M.* Clerk of the Survey.

in No. 85, are to be inſerted in the above manner.

Appendix,

ANNUAL EXPENCE under

Yard, } An ACCOUNT of the Expence, under the
18 } 1ſt January and

Rate.	Guns.	Ships Names.		Charge of the Hull.		
				Materials.	Workmanſhip.	Total.
						N. B. Shillings
		(Name.)	Lady Quarter - - -			
			Midſummer - - -			
			Michaelmas - - -			
			Chriſtmas - - - -			
			Total -			
			Deduct for Stores returned, &c. -			
			Real Expence of the Year			

C. D.
Maſter Attendant.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

N. B. The Expence of each Ship is to

No. 93.

Yard, } AN ACCOUNT of the Quantity of IRON BALLAST
18 } Increaſed, or Reduced, from the Eſtabliſhment in any of His Majeſty's Ships or Veſſels at this Port, in the laſt Quarter.

Guns.	Ships Names.	Date of the Warrant.	IRON BALLAST.		
			Eſtabliſhed.	Increaſed.	Reduced.

E. F.
Maſter Shipwright.

L. M.
Clerk of the Survey.

No. 92.

the Head of WEAR and TEAR.

Head of WEAR and TEAR, at this Port, between the
31ſt December 180

Charge of the Maſts and Yards.			Total of Hull, Maſts, and Yards.	Charge of the Furniture and Stores.			Grand TOTAL.
Materials.	Workmanſhip.	Total.		Materials.	Workmanſhip.	Total.	
and Pence need not be inſerted.							

J. K. Storekeeper. *L. M.* Clerk of the Survey.

be inſerted in the above manner.

No. 94.

FORM for the NOTE for the Entry of Workmen, Apprentices, &c. in the Rope-yard.

THE following Perſon is propoſed to be entered as a in His Majeſty's Rope-yard at provided he ſhould be found fit for the Service by the Surgeon, and approved by the Commiſſioner.

Name.	Place of Nativity.	Age.	Former Occupation.	Number of Years ſerved at Sea.

Dated the of 18

Examined and found fit. *N. O.* Clerk of the Rope-yard.
P. Q. Surgeon. *A. D.* Maſter Rope-maker.

Approved.
A. B. Commiſſioner.

Appendix,

18 Yard } The CLERK of the Rope-

HEMP and TAR received between the and

When received.	From whom received.	HEMP.		TAR.	
		Tons. C. q. lb.	Number of Bundles.	Lasts.	Bar.

Month and Year.	Days of the Month.	Spinners.	Hatchellers.	Wheel-turners.	Winders-up.	Labourers.	Total number of Men.	What time Wrought.	Threads spun, each in length 170 Fathoms.	Hauls warped.	Men to Warp.	Hauls tarred.	Men to tar.	Tar spent.	The size and number of Hawsers and Coils laid.			The size and number of Strands laid for Cables and Cablets.		
															Size.	Laid.	Men to lay.	Size.	Laid.	Men to lay.
	N°	N°	N°	N°	N°	N°	N°	Days	N°	N°	N°	N°	N°	Barrels	Inchs	N°	N°	Inchs	N°	N°
TOTAL -																				

Remaining - - - { Hemp - - - - - - - - - - - - - -
Tar - - - - - - - - - - - - - -
Hauls of Yarn { White - - - - - - -
Tarred - - - - - - -
Strands for Cables, viz. - - - - - - - -

No. 95.

Yard's WEEKLY RETURN.

CORDAGE, OAKUM, LINES, &c. iſſued within the ſaid Time.

When Iſſued.	To whom.	Quality and Quantity iſſued.

The ſize and number of Cables and Cablets cloſed.			Hemp parted.	Hemp Hatchelled.	Hemp delivered to the Men.	Yarn received from the Spinners.	Nett Poiſe of Thread ſpun.	Hemp worked up this Week, by whom ſerved in.	What ſort of Hemp.	The Year when the ſame was ſerved in.	Older Hemp in Store than what has been uſed this Week.		Rem
Size.	Cloſed.	Men to cloſe.										Quantity.	When received.	
Inch^{s}	N^{o}	N^{o}	C. q. lb.	C. q. lb.	C. q. lb.	C. q. lb.	C. q. lb.							

£. s. d. £. s.

This Week's Charge for - { Salary - - - - - / Wages to Workmen - - / Contract Work - - - / Diſburſements - - - }

N. O. Clerk of the Rope Y

A. D. Maſter Ropemaker.

Appendix,

FORM of the MUSTER-BOOK for Workmen of every

N°	Time of Entry.	Names and Quality.	Daily Muſters in the Month of						Daily Muſters in the Month of					

N. B. When any Perſon ſhall die, or be diſcharged, the time
Line immediately after the

Appendix,

FORM of the Quarterly PAY-BOOK for Wages

When		Men's Names.	Rate per		Time.	
Entered.	Diſcharged.		Day.	Hour.	Days.	Extra Hours.

No. 96.

Deſcription employed in the Rope-Yard.

Daily Muſters in the Month of						Rate per		Time.		Gained by			Neglect, &c	Nett Wages
						Day.	Hour.	Days.	Extra Hours.	Taſk-work.	Day-work.	Extra Time.		

of his Death or Diſcharge is to be noted on the Muſtering mark of his laſt Muſter.

No. 97.

earned by the Artificers, &c. in the Rope-Yard.

Gained by			Full Wages.	Subſiſtence Money paid.	Neglect &c.	Nett Wages remaining due.	Solving Column.	To whom paid.
Taſk-Work.	Day-Work.	Extra Time.						

N. O. Clerk of the Rope-yard.

No. 98.

A LIST of the PERIODICAL RETURNS tranſmitted from the Maſter Attendant's Office to the Navy Board.

Weekly:	
Account of the Works performed by the Sailmakers and Riggers	See N° 101.
Monthly:	
Account of Orders unexecuted - - - -	See N° 109.
Quarterly:	
Account of the Arrangement of His Majeſty's Ships at their reſpective Moorings - - - -	See N° 13.
Account of Paper received and iſſued - - -	See N° 99.

No. 99.

Yard, } An ACCOUNT of PAPER received, iſſued, and to whom
18 } delivered, from my Office in Quarter.

Quality.	Remains at the cloſe of Quarter.	Quantity received.	Time when.	Iſſued.	To whom.	Quantity remaining.

C. D. Maſter Attendant.

N. B. An Account, agreeably to the above Form, is alſo to be ſent from the Offices of the Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and Clerk of the Rope-Yard, and ſigned by them as above.

No. 100.

A LIST of PERIODICAL RETURNS tranſmitted from the Maſter Shipwright's Office to the Navy Board.

WEEKLY:	
Progreſs of Works performed on Ships building, repairing, &c.	See N° 101.
Account of Ships Draught of Water, &c.	See N° 102.
Account of Veſſels with Engliſh Oak Timber unloading	See N° 103.
FORTNIGHTLY:	
Account of Anchors made and repaired	See N° 104.
MONTHLY:	
Progreſs of Works performed by Contract	See N° 105.
Account of Ships ſurveyed in the preceding Month, with Eſtimates of their Repair	See N° 26.
Account of Ships building and repairing	See N° 106.
Account of Ships repaired, or taken from the Ordinary for Commiſſion	See N° 107.
Scheme of Works in hand, and propoſed	See N° 108.
Account of Orders unexecuted, &c.	See N° 109.
QUARTERLY:	
Account of Ships coppered	See N° 110.
Account of Fuel uſed in airing Stoves	See N° 111.
Expence under the Head of Extra	See N° 87.
Account of Paper received and iſſued	See N° 99.
Account of Ships taken from the Enemy, &c. and afterwards purchaſed	See N° 112.
Account of Alterations in Ships Maſts and Yards	See N° 113.
ANNUALLY:	
Expence under the Head of Extra	See N° 90.
Eſtimate under the Head of Extra	See N° 84.
Wear and Tear	See N° 86.
Account of Ships built and repaired in the Year	See N° 114.
Account of Naval Tranſports, Hoys, Lighters, &c. employed at the Port	See N° 115.
Account of the light Draught of Water of the Line-of-Battle Ships that have been docked in the Year	See N° 116.

Appendix,

Yard, } The PROGRESS on the WORKS at His
18 }

General Inſtructions, and Inſtructions to Officers, read: In my preſence, *A. B.* Commiſſioner.	
Time when.	Signature of Officers preſent.

SHIPS in Commiſſion, fitting and refitting at

Ships.	When arrived.	When taken in Hand.	Number employed.			Time when they may probably be completed.
			Shipwrights.	Caulkers.	Houſe Carpenters.	

E. F. Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants.

Here follows a Certificate reſpecting the Works of Ships being completed, and

MOOR-

Number out of Repair.	Thoſe in

C. D. Maſter Attendant.

No. 101.

Majeſty's ſaid Yard in the Week paſt.

Workmen and Ordinary of the Yard, muſtered: In my preſence, *A. B.* Commiſſioner.	
Time when.	(Signature of Officers preſent.) *N. B.* (The Payment of the Yard to be conſidered as the Time for the General Muſters.)

this Port.		SHIPS in which Airing Stoves are uſed.					
Time when completed.		Guns.	Ships Names.	N° of Stoves.	When		To what Ship, or Service, returned.
					Put on board.	taken away.	

E. F. Maſter Shipwright.

the Attendance of their Carpenters while in hand; for which, ſee N° 27.

-I N G S.

Hand.	Materials wanting.

L. M. Clerk of the Survey.

No. 101—

Rate.	Guns.	Ships Names.	When completed by the Maſter Shipwright.	Nature of the Repair, Time when taken in Hand, Works performed, and Time when finiſhed, by the Maſter Shipwright.	Artificers on each Ship, or other Work.							
					Shipwrights.	Apprentices.	Caulkers.	Apprentices.	Joiners.	Apprentices.	Houſe Carpenters.	Apprentices.

E. F. Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants. *C. D.* Maſter Attendant.

An ACCOUNT of the different ARTIFICERS, &c. and the Services they have

Sailmaker's Works performed.	Monday. Day of the Month.)		Tueſday.		Wedneſday.	
	Men.	Apprentices.	Men.	Apprentices.	Men.	Apprentices.
Works performed by Riggers and Riggers Labourers.	Riggers.	Labourers.	Riggers.	Labourers.	Riggers.	Labourers.

C. D. Maſter Attendant.

continued.

Rate.	Guns.	Ships Names.	When		Sheathed. Sheathed and filled, or coppered.	Time when.	When		Furniture and Sea Stores.									When	
			Came into Harbour.	Docked, or laid on the Ways.			Unlocked.	Had the Annual Trimming.	What Part is complete of the									Rigging and Sails may be complete, and Sea Stores ready.	Sailed out of Port.
									Rigging.	Sails.	Cables.	Boats.			Lower Masts.	Topmasts and Yards.	Anchors.		
												Launch, or Long Boat.	Pinnace.	Cutter, or Yawl.					

E. F. Master Shipwright. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.
R. S. and *T. U.* Assistants.

been employed on in the Week past, with the Time they have worked; viz.

Thursday.		Friday.		Saturday.		Sunday.		When to be complete.
Men.	Apprentices.	Men.	Apprentices.	Men.	Apprentices.	Men.	Apprentices.	
Riggers.	Labourers.	Riggers.	Labourers.	Riggers.	Labourers.	Riggers.	Labourers.	

L. M. Clerk of the Survey.

No. 101—*continued.*

An ACCOUNT of the Extra Time the Artificers and Workmen have been employed; viz.

ARTIFICERS.	Time.	By what Warrant.	Number employed on Sunday the	Obfervations.

E. F. Maſter Shipwright. *R. S.* and *T. U.* Aſſiſtants.

No. 102.

Yard, 18 } An ACCOUNT of the Draught of Water of the following Ships, &c. as laid up in Ordinary; alſo their Load-Draught of Water, &c.

Ships Names.	Draught of Water as laid up in Ordinary.		Load and Draught of Water.		Condition.
	Afore.	Abaft.	Afore.	Abaft.	
	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	

E. F. Maſter Shipwright.

R. S. and *T. U.* Aſſiſtants.

No. 103.

Yard, 18 } An ACCOUNT of the Veſſels with Engliſh Oak Timber on board, unlo at this Yard.

Veſſels Names.	On whoſe Account, and whether on Contract or Warrant, with the date of each.	Day of Arrival.	Day each commenced unloading.	Day each completed her Delivery.	Number of Days unloading.	Quantity of Timber on board in Rough Contents.	Quantity of Timber delivered from each Veſſel in the preceding Week, in Rough Contents.	Number of Labourers employed on each in the preceding Week.		T nu La em o Se
								In Landing	In Stowing away	

E. F. Maſter Shipwright.
T. M. Timbermaſter.

No. 104.

Yard, 180 } ANCHORS of every ſize, made and repaired between and

Weight.	Number made.	Number repaired, noting what has been added to the Weight.	Making.		Number repairing.	Occaſion of any particular unavoidable hindrances in r or repairing Anchors
			No.	When may be completed.		

E. F. Maſter Shipwright.

N. B. When Anchors are made, or their Weights increaſed, their real Weights are to be inſ omitting the fractional parts.

No. 105.

Yard, } PROGRESS of the Works performed by Contract in His
180 } Majeſty's Yard in the Month
paſt

Nature of Work, or Building.	Contractors Names.	Progreſs of Work performed.	When to be completed.	The ſeveral Artificers employed.				

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 106.

Yard, } An ACCOUNT of Ships building, repairing, and in Ordinary,
18 } ſpecifying ſuch as are in want of repair, and the time neceſſary
to complete them for Sea.

Guns.	Names.	Building, with the time their frames have been ſeaſoning.	In Dock repairing.	State of thoſe in Ordinary.	Eſtimated time for completing them for Sea.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 107.

Yard, } An ACCOUNT of ſuch Ships as have been repaired at this
18 } Port, or taken from Ordinary for Commiſſion during the
preceding Month.

Rate.	Guns.	Ships Names.	Service fit for.	Degree of Repair they have undergone.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 108.

Yard, 18 } SCHEME of WORKS in Hand, and others propoſed to be taken in Hand in the courſe of this Month.

Rate.	Guns.	Ships Names.	Where they are.	Nature of the Work.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 109.

Yard, 18 } An ACCOUNT of Orders unexecuted; Queſtions or Demands unanſwered; and a Liſt of ſuch Experiments as have been ordered, and not reported on.

Date of the Orders.	Nature of the Accounts to be ſent, Queſtions aſked, or Experiments not reported on.	Officers Reaſons for the Delay.

N. B. This Account is to be prepared at the Clerk of the Check's Office, and ſigned by the Maſter Attendant, Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and Clerk of the Rope-yard.

Appendix,

Yard, 18 } SHIPS Coppered, Sheathed with Wood, or Sheathed and filled

Guns.	Ships Names	Coppered, Sheathed, or Sheathed and filled.	When.	Improved, or common Sort of Sheets uſed.	Copper or Iron Bolts and Faſtenings.	Braces and Pintles of what Metal.	State when ſhifted or examined, of		
							Bolts.	Seams.	Plank.

Appendix,

Yard, 18 } An ACCOUNT of FUEL uſed in Airing-Stoves,

	SHIPS NAMES.

Appendix,

Yard 180 } An ACCOUNT of Ships taken from the Enemy, either by reported by us, and which have afterwards been

Guns or Claſs.	Name.		Principal Dimenſions.				
	When taken or Surveyed.	Altered to	Length.		Breadth Extreme.	Depth in Hold.	Burthen in Tons.
			On the Deck.	Keel for Tonnage.			

C. D. Maſter Attendant. *E. F.* Maſter Shipwright.

No. 110.

at this Port, between the and

How many, and when ſhifted.	Sort of Paper uſed on the Bottom.	Bottom, how prepared.	Sheets, how prepared.	Expence of Coppering their Bottoms.		
				Work-manſhip.	Materials.	Total.
				£.	£.	£.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 111.

between the and 180

Coals.	Cinders.
Buſhels.	Buſhels.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 112.

King's Ships or others; as well as Engliſh Ships which have been ſurveyed and purchaſed, between the and the

Where built or ſuppoſed to have been built.	Age, real or ſuppoſed, how known, or by what means judged of.	Surveyed and Valued.				Total.
		When.	Price eſtimated for			
			Hull, Maſts, and Yards.	Furniture and Stores.	Ordnance Stores if the ſame were reported.	

R. S. and *T. U.* Aſſiſtants. *L. M.* Clerk of the Survey.

No. 113.

Yard, } An ACCOUNT of the Alterations made in Ships, Maſts,
180 } and Yards.

	(Ship's Name to be inſerted here.)							
	Maſts.		Yards.		Maſts.		Yards.	
	Length.	Diameter.	Length.	Diameter.	Length.	Diameter.	Length.	Diameter.
Main - - -								
— Top - -								
——Gallant								

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

N. B. All the other Maſts are to be inſerted in the above manner.

No. 114.

Yard, } An ACCOUNT of Ships built and repaired in this Yard in
180 } the laſt Year.

Guns.	Ships Names.	Built or repaired.	Degree of the Repair.	When Launched or Undocked.	When Coppered.	Whether Copper or Iron Bolted.	Whole Expence on the Hull, Maſts, and Yards.		
							Materials.	Work-manſhip.	Total.

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

N. B. Naval Tranſports, Hoys, Lighters, and other ſmall Veſſels employed in Harbour Services, are not to be reported in this Return.

No. 115.

Yard, } An ACCOUNT of the Naval Tranſports, Hoys, Lighters,
18 } and other ſmall Craft, employed at this Port, or under Check.

Sorts of Veſſels.	Veſſels Names.	Dimenſions.				Burthen in Tons.	N° of Men.	Built.	
		Length of the		Breadth Extreme.	Depth in Hold.			When.	Where.
		Deck.	Keel for Tonnage.						

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Survey.

N. B. If any Veſſel of the above Deſcription ſhall have been loſt, ſold, taken to Pieces, or otherwiſe diſpoſed of, in the preceding Year, particular mention of the Time, &c. is to be made herein; and if any ſhall have been built, or repaired, and their Dimenſions altered, the Time when, with the Dimenſions as built or altered, are to be ſtated in this Account.

No. 116.

Yard, } An ACCOUNT of the light Draught of Water of all His
180 } Majeſty's Line-of-Battle Ships that have been Docked at this Port in the laſt Year.

Rate.	Guns.	Ships Names.	When Docked.	Draught of Water.		Obſervations.
				Afore.	Abaft.	

E. F. Maſter Shipwright.
R. S. and *T. U.* Aſſiſtants.

No. 117.

A LIST of the PERIODICAL RETURNS tranſmitted from the Clerk of the Check's Office to the Navy Board.

WEEKLY:	
State and Condition of His Majeſty's Ships	See N° 34.
Liſt of Ships in Ordinary and Commiſſion, the Number of Artificers employed, and Eſtimate of the Wages	See N° 118.
Account of Maſters and Second Maſters of Ships under Check	See N° 36.
Account of Surgeons and Aſſiſtant Surgeons of Ships, under Check	See N° 37.
Account of Artificers, Labourers, &c. borne in the Yard	See N° 29.
Account of hired Veſſels muſtered	See N° 35.
Account of Officers abſent by Leave from the Navy Board and Commiſſioner	See N° 119.
Account of Officers abſent from Ships at the Port	See N° 120.
MONTHLY:	
Account of Officers abſent by Leave, and of thoſe wanting to Ships in Ordinary	See N° 121.
Account of Boatſwains and Carpenters of Ships borne on the Yard Books	See N° 122.
Account of Proviſions due to the Officers, &c. in Ordinary	See N° 11.
Account of Pilots paid by the Clerk of the Check	See N° 123.
Account of Bounties paid by the Clerk of the Check	See N° 124.
Account of Orders unexecuted, &c.	See N° 109.
QUARTERLY:	
Account of Perſons who are fit Objects for Superannuation	See N° 125.
Account of Perſons diſcharged from the Yard	See N° 25.
Abſtract of Wages due to Officers, Artificers, &c. of the Yard and Ordinary	See N° 126.
Account of Diſburſements	See N° 52.
Account of Marine Muſters	See N° 39.
Marine Muſter Roll	See N° 38.
Account of Paper received and iſſued	See N° 99.
Account of Deductions from the Salaries of Officers and Clerks for the Civil Liſt	See N° 53.
Abſtract of the Sale of Old Stores, Offal Wood, &c.	See N° 51.
Account of Offal Wood ſupplied to Purſers	See N° 127.
Account of Monthly Allotments paid by the Clerk of the Check	See N° 128.
Account of Glaziers Works performed	See N° 129.
ANNUALLY:	
Eſtimate of the Debt of the Port	See N° 130.
Account of Officers, Seamen, and Servants, borne in Ordinary	See N° 131.

N. B. The two preceding Accounts are to be ſent at Michaelmas, as well as at the end of the Year.

Eſtimate

No. 117—*continued.*

Eſtimate of the Wages and Earnings of the Artificers, &c. of the Yard, for the enſuing year - - - - - - - - -	See N° 132.
Eſtabliſhment of Salaries of the Officers and Clerks, &c. - -	See N° 133.
Account of the Names of ſuperannuated Artificers, and the Amount paid to each claſs - - - - - - - -	See N° 134.
N. B. *The three preceding Accounts are ſent at Michaelmas only.*	
Amount of the Value of all Stores received from Merchants and Contractors, &c. - - - - - - - - -	See N° 135.
Account of the Particulars which form the amount of the Value of all Stores received from Merchants and Contractors, &c. -	See N° 136.
Account of Perſons diſcharged from the Yard - - - -	See N° 25.
Account of the Sales of Offal Wood, with the Expence of collecting it	See N° 137.

No. 118.

Yard, } A LIST of all His Majeſty's Ships in Ordinary and Commiſſion
180 } at this Port, with an Eſtimate of the Wages and Victuals due to the Officers and Seamen borne thereon, between the and the of 180

IN ORDINARY.

Rate.	Ships Names.	Number of Men.	Wages.	Victuals.	When entered into Ordinary.	When put out of Ordinary.

G. H. Clerk of the Check.

IN COMMISSION.

Rate.	Ships Names.	Number of Men		Commanders Names.	When came under Check or into Port to refit.	When completed by the Maſter Attendant and Maſter Shipwright.	When ſailed or departed out of the Check.
		Borne.	Muſtered.				

G. H. Clerk of the Check.

No. 118

A LIST of the Number of ARTIFICERS respectively employed in His of with an Account of the Charge of each

ARTIFICERS.	ABSTRACT.				ORDINARY.								
	Number borne.	Men.	Days for One Man.	Total Sum earned by each Class of Artificers.	Moorings, &c. for securing Ships in Harbour.			Harbour Rigging, Ballasting, Tarpawlings, Oars, Colours, &c.			Trimming and Repairing Ships, Vessels, Boats, Locks, Buildings, and other Miscellaneous Services.		
					Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.
Shipwrights - -													
Ditto Maſtmakers													
Caulkers - - -													

N. B. The Remainder of the Artificers are to be inſerted in the above manner.

TOTAL Charge for WAGES and VICTUALS to the Officers, Workmen, and others, employed in the Ships and Yard at between the and the of

Salaries - { To the Officers, Clerks, and Watchmen, borne on the Ordinary Books of the Yard - - - - - }

{ To the Officers, Shipkeepers, &c. belonging to the Ships in Ordinary - - - - - - - }

Wages. { To the Workmen and Labourers employed on - - { Ordinary Services - { Moorings - - - - Harbour Rigging, &c. - Trimming, Repairs, &c. } } { Converſions - - - - - - The Head of Extra - - - - Wear and Tear - - - - } } { }

Petty Warrant and Victuals to Ships in Ordinary - -

Total - - £.

G. H. Clerk of the Check.

—*continued.*

Majesty's Yard at between the and the
Service on which they were employed; viz.

Conversions.			EXTRA.						WEAR and TEAR.					
			Ships Name.			Ships Name.			Ships Name.			Ships Name.		
Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.	Men.	Days for One Man.	Wages.

G. H. Clerk of the Check.

No. 119.

Yard, } An ACCOUNT of Officers absent by Leave from the Navy
18 } Board and the Commissioner.

Ships Names.	Officers Names.	Quality.	Leave given.		On what Occasion.
			When.	For what Time.	

G. H. Clerk of the Check.

No. 120.

Yard, } LIST of OFFICERS abſent from His Majeſty's Ships
180 } at this Port.

Ships Names.	Officers Names.	Quality.	Time when abſent.	On what Occaſion.

G. H. Clerk of the Check.

No. 121.

Yard, } An ACCOUNT of the OFFICERS abſent by Leave
180 } from the Navy Board and the Commiſſioner, and of thoſe wanting to Ships in Ordinary; diſtinguiſhing whether by Death or Removal.

Ships Names.	Officers Names.	Quality.	Leave given.		On what Account.	Officers wanting, and the Occaſion thereof.
			When.	For what Time.		

G. H. Clerk of the Check.

No. 122.

Yard, } A LIST of BOATSWAINS and CARPENTERS who are
18 } entered in this Yard, the Boatſwains as Riggers, and the Carpenters as Shipwrights, their Ships being ſold or taken to pieces.

Time of Entry.	Names.	Quality.	Age.	Obſervations.

G. H. Clerk of the Check.

No. 123.

Yard, } An ACCOUNT of Pilots paid by the Clerk of
180 } the Check.

Pilots Names.	When paid.	To whom.	For what Ship.	Sum paid.

G. H. Clerk of the Check.

No. 124.

Yard, } An ACCOUNT of the Bounties paid by the Clerk
180 } of the Check.

When paid.	Ships Names.	Mens Names.	Age.	Quality.	Sum paid.
			Y^s M^s		

G. H. Clerk of the Check.

Appendix,

Yard, } A LIST of the ſeveral ARTIFICERS, and other WORKMEN,
180 } Service, are not able to perform a Day's Work, and appear
Service, and nature of

Mens Names.	Quality.	TIME		
		Entry and Re-entry.	Diſcharge.	Broken Services.

C. D. Maſter Attendant. *E. F.* Maſter

Appendix,

Yard, } An ABSTRACT of the Wages, &c. due to the Officers,
180 } the

Page of the Quarterly Pay-Book.	To whom due.	Wages.
		£. s. d.
	On the Ordinary Book:	
1	Salaries to Officers	
2	Ditto	
3	Ditto to Clerks	
4	Ditto	
5	Watchmen and Warders	
	On the Extra Book:	
1	Shipwrights	
to 58	Ditto	
60	Blockmakers	
61	Caulkers	
to 67	Ditto	

N. B. The Remainder of the Artificers and other Perſons, both on the

No. 125.

belonging to the Yard, who from Age, Infirmities, or Hurts received in the the moſt proper Objects for Superannuation; diſtinguiſhing their Age, Time of their Diſability.

OF				
Succeſſive Service from the Expiration of Apprenticeſhip.	Each Man's whole Service excluſive of Apprenticeſhip.	Service at Sea.	Age.	Nature of their Diſability.

Shipwright. — *G. H.* Clerk of the Check.
N. O. Clerk of the Rope-yard.

No. 126.

Artificers, Shipkeepers, and Workmen, at this Yard, for the Quarter ending of 180 .

Chip-Money.	Total due to each Claſs.		Whereof paid by	
	Wages.	Chip-Money.	Ticket.	Subſiſtence.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.

Ordinary and Extra Books, are to be inſerted in the above manner.

G. H. Clerk of the Check.

No. 127.

Yard, } An ACCOUNT of the Amount of the OFFAL WOOD,
180 . } ſupplied to the Purſers of His Majeſty's Ships, in the
Quarter ending the of 180
with the Treaſurer's Clerk's Receipt annexed.

Purſers Names.	Ships Name.	Supplied.		Rate per	Value.
		Time when.	Quantity.		

G. H. Clerk of the Check.

Appendix,

180 Yard, } An ACCOUNT of GLAZIERS WORK performed at this Yard,

Date 180	Place where.	New Crown Glaſs in Lead.		Square Panes in Lead.	Diamond Quarries.
		Ft.	Ins.	N°.	N°.

E. F. Maſter Shipwright.

G. H. Clerk of the Check.

No. 128.

Yard, } A LIST of the Monthly Allotments paid by the Clerk of the
180 } Check, in the Quarter ending the
of 180 .

Triplicate N°	Mens Names.	Receipts in N°	To whom paid.	From what Time paid.	To what Time paid.	Sum.

G. H. Clerk of the Check.

No. 129.

in the Quarter ending the of 180 .

Old Glaſs.				New Diamond Glaſs.		Saſh Squares Puttied.	New Crown Glaſs extra.		By whom certified.
New Leaded.		Banded and Soldered.							
Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	N°	Ft.	Ins.	

I. K.
Storekeeper.

L. M.
Clerk of the Survey.

No. 130.

Yard, } An ESTIMATE of the DEBT of the Port for which no Bills
180 } were made out on the 30th September or 31ſt December 180 .

Names of the Merchants or Contractors.	For what Stores or Services.	Sum. £.	s.	d.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check. *I. K.* Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope-yard.

No. 131.

Yard, } An ACCOUNT of OFFICERS, Extra Men, and Servants,
180 } allowed and borne upon each of His Majeſty's Ships and Veſſels in Ordinary, diſtinguiſhing ſuch as are building, re-building, and taken down in order to be rebuilt.

Rate.	Ships Names.	Number allowed.	Number borne. Boatſwain.	Purſer.	Gunner.	Carpenter.	Cook.	Extra Men.	Servants.	Total.	Obſervations.

C D. Maſter Attendant. *G. H.* Clerk of the Check.

No. 132.

Yard, } An ESTIMATE of the WAGES or EARNINGS of the ſeveral
180 } Artificers, in the Year 180 , ſuppoſing them to work after the ſame Manner as in the Year 180 , and ſhewing the Heads on which the ſame are expected to be laid out.

Sort of Artificers, &c.	Number borne.	Amount of Wages or Earnings.	Expected to be laid out on the Heads of				Total.
			Extra.	Wear and Tear.	Ordinary.	Providing, or Converſion of Stores, not included under either of the foregoing Heads.	
		N. B. The Total of the ſeveral Heads on which Money is to be laid out, muſt be made to agree with the Amount of the Wages or Earnings.					
Armourers - -							
Blockmakers - -							
Bricklayers - -							

N. B. The Remainder of the Artificers are to be inſerted in the above manner.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check.
L. M. Clerk of the Survey. *N. O.* Clerk of the Rope-yard.

N. B. If the Calculation be made on a ſuppoſition, that the manner of working will be different from the former Year, the ſuppoſed Variations therein are to be pointed out at the Foot of the Account.

No. 133.

Yard, } An ACCOUNT of the Eſtabliſhment of Salaries of the
180 } OFFICERS and CLERKS, and alſo ſuch fixed Charges as are attached to this Yard.

QUALITIES.		Rate per Annum.	Amount.
Maſter Attendant - -	Salary - - - -		
	One Clerk - -		

N. B. The Remainder of the Officers, Clerks, and fixed Charges, are to be inſerted in the above manner.

G. H. Clerk of the Check.

No. 134.

Yard, 180 } An ACCOUNT of the Names, and Number of each Claſs of Artificers, &c. ſuperannuated from this Yard, and the Amount payable to them, as they ſtood on the 30th September.

NAMES.	Qualities.	Rate per Annum.	Amount.

G. H. Clerk of the Check.

No. 135.

Yard, 180 } AMOUNT of the Value of all STORES received from Merchants and Contractors, and Charge of Works performed by Contract; together with the Amount of the Wages and Contingent Expences, between the 1ſt January and 31ſt December 180 .

EXTRA.	Dock Yard.	Rope Yard.
Amount of all Stores received from Merchants and Contractors - - - - - -		
Charge of Works performed by Contract - -		
Amount of the Wages of all the inferior Officers and Workmen - - - - - -		
Amount of the contingent Expences of the Yard, as Travelling Charges, Oakum picking, Bounty, Conduct Money, &c. - - - - -		
Total - -		
ORDINARY.		
Amount of the Salaries of Officers and Clerks borne in the Yard - - - - - -		
Amount of Wages to Watchmen, &c. - -		
Amount of Wages to Officers, Seamen, and Servants - - - - - - - -		
Total - - - -		
Grand Total - -		

The whole Sum is (*in Words at length.*)

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check.
I. K. Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope-yard.

No. 136.

Yard, } An ACCOUNT of the Particulars which form the
180 } Amount of the Value of all STORES received from Merchants and Contractors, and of Works performed by Contract, between the 1ſt January and 31ſt December 180 .

PARTICULARS.		Value of the Stores received.	Amount of Works performed.	Total.
Timber Oak, Engliſh, Knees -	Rough			
	Sided			
Thickſtuff - - -				

N. B. All the other Articles, as well as the Works performed, are to be inſerted in the above manner, both for the Dock and Rope-yards.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check.
I. K. Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope-yard.

N. B. The above Total muſt agree with the two firſt Sums, both at the Dock and Rope-yards, inſerted in the Annual Account of the "Amount of the "Value of Stores received, &c." N° 135.

No. 137.

Yard, } An ACCOUNT of the Amount of the Sales of Slab
180 } and other Offal Wood, Old Timber, Shavings, and Sawduſt; and alſo of the Expence of collecting and ſtacking the ſame, for the Year 180 .

SPECIES.	Quantity.	Price.	Sum.	Expence of Collecting and Stacking.

E. F. Maſter Shipwright. *G. H.* Clerk of the Check. *I. K.* Storekeeper.
L. M. Clerk of the Survey. *T. M.* Timber Maſter.

No. 138.

A LIST of the PERIODICAL RETURNS tranſmitted from the Storekeeper's Office to the Navy Board.

WEEKLY:	
Account of Slops received and iſſued	See N° 139.
Account of Marine Cloathing received and iſſued	See N° 140.
State of Boats in Store unappropriated	See N° 141.
Account of Cables in Store due, &c.	See N° 142.
Account of Naval Tranſports, Store Ships, &c.	See N° 143.
State of Hammocks and Beds	See N° 144.
FORTNIGHTLY:	
State of Copper Sheets in Store, &c.	See N° 145.
Account of Cordage received from Contractors	See N° 146.
Demand for Cordage, and what may be ſpared	See N° 147.
MONTHLY:	
Account of made Maſts in Store	See N° 148.
State of appropriated Boats in Store	See N° 149.
Stores due to other Yards	See N° 150.
Account of Cordage, Sails, &c. in Store	See N° 151.
Liſt of Ships whoſe Stores are provided and laid apart	See N° 152.
Account of Copper Pots iſſued to Surgeons	See N° 153.
Abſtract of Stores received	See N° 154.
Account of Slops and Beds iſſued and received, and returned from Ships	See N° 155.
Account of unappropriated Blocks, &c. in Store, due, &c.	See N° 156.
Account of Cables, deſcribing their Lengths, as iſſued to Ships, &c.	See N° 157.
Account of Cordage re-manufactured, and what may be ſpared	See N° 158.
Account of Flat-bottomed Boats iſſued	See N° 159.
Account of Cables iſſued, made after any particular method	See N° 160.
Account of Orders unexecuted, &c.	See N° 109.
QUARTERLY:	
Account of Weights, examined, &c.	See N° 161.
Account of Stores remaining in the Magazines, due, and wanted	See N° 162.
Account of Stores wanted, not included in (No. 162.)	See N° 163.
Foreign and Signal Colours in Store, and due	See N° 164.
Account of Paper received and iſſued	See N° 99.
State of Contracts depending	See N° 166.
Abſtract of all Stores received and iſſued	See N° 62.
Balance of Stores remaining	See N° 61.
Account of Stores due from other Yards, and not wanted	See N° 167.
State of Anchors adapted for Ships	See N° 165.
HALF-YEARLY:	
Account of the Value of Slops received, iſſued, and remaining in Store	See N° 168.
Account of Royal Marine Cloathing, &c. in Store	See N° 169.

No. 138.—*continued.*

ANNUALLY:

Account of the probable Expence of new Iron, in the Years 180 and 180	See N° 68.
Account of the probable Expence of Canvas, for the Year 180	See N° 69.
Account of Timber, Thickſtuff, &c. in Store and due, with the probable Expence for the Year 180	See N° 70.
Account of Foreign Stores, &c. in Store, and due on the 31ſt December 180	See N° 72.
Account of the probable Expence of Norway, Riga, and Dantzick Goods, for the preſent Year and the one following	See N° 73.
Account of the probable Expence of American Maſts, &c. in the preſent Year, and the one following	See N° 74.
Account of the probable Expence of Coals, for the Year 180	See N° 75.
Account of the Remains of Engliſh and Foreign Oak Timber	See N° 170.
Comparative Statement of Oak Timber and Knees	See N° 171.
An Account of the Expenditure of ſuch Articles as are included in the Eſtabliſhment	See N° 172.
Account of Iron remaining due from Contractors	See N° 173.
Account of Timber Contracts, when expired, and Articles due thereon	See N° 174.
Account of the probable Expence of Copper-bolt Staves for the Year 180	See N° 175.
Account of the Articles of which the actual Remains have been aſcertained, to be compared with the Ledger	See N° 176.
Account of Norway, Dantzic, and Riga Goods due from Contractors	See N° 177.
Account of the probable Expence of Train Oil for one Year	See N° 178.
Account of the Stores that may be ſpared, not being likely to be wanted	See N° 179.

No. 139.

Yard, 180 — An ACCOUNT of the Number of Bales and Caſes of SLOPS, received and iſſued ſince the remaining in Store this Day, and required to complete the Eſtabliſhment.

SPECIES.	Number of Bales and Caſes.							
	Received.		Iſſued.		Remaining in Store.		Required to complete	
	Large.	Small.	Large.	Small.	Large.	Small.	Large.	Small.
Bags for Seamen's Cloaths								
Flannel Waiſtcoats								
Drawers								

N. B. All the other Articles are to be inſerted in the above manner.

I. K. Storekeeper.

No. 140.

Yard, 180 } An ACCOUNT of the Quantity of Marine Cloathing and Accoutrements, received and iſſued ſince the remaining in Store this Day, and wanted.

SPECIES.	Received.	Iſſued.	Remaining in Store Serviceable.		Wanted.	Remaining unſerviceable.
			Light Clothing.	Common Clothing.		
Privates { Coats - - -						
Waiſtcoats -						
Breeches - -						

N. B. The Remainder of the Articles are to be inſerted in the above manner.

I. K. Storekeeper.

Appendix,

Yard, 180 } An ACCOUNT of CABLES from 25 to 16 Inches, at the Dock

CABLES.	In Store at the Dock and Rope-yards together.			Due from
	Unappropriated.	Appropriated.		
		To the Eſtabliſhment.	To Ships not in Commiſſion.	Number.
Of 25 Inches - -				

N. B. The other Sizes are to be inſerted

C. D.
Maſter Attendant.

No. 141.

Yard, 180 } STATE of Boats in Store unappropriated; also of those building and repairing; and an Account of Old Copper in Store.

Unappropriated.			Building and Repairing.					
QUALITY.	Length.	No.	Quality.	Length.	No.	Whether building or repairing.	When may be completed.	To what Ship they belong, or for what Ship intended.

	Tons.	Cwt.
Old Copper in Store - - Sheets		
Nails.		
Ends of Bolts, &c. - -		

E. F. Master Shipwright. *I. K.* Storekeeper.

No. 142.

and Rope-yards, with other Information respecting them.

other Yards.	Proposed to be made in the course of the present Week, if no particular unforeseen Services should happen to prevent it.	Occasions of any extraordinary Interruptions to the Proceedings in making Cables of the Sizes herein mentioned.
From what Yard.		

in the above manner.

I. K. Storekeeper. *N. O.* Clerk of the Rope Yard.

Appendix,

Yard, } NAVAL TRANSPORTS, STORESHIPS, and other
180 } to another, or to

Veſſels Names.	When arrived.	From what Port.	Nature of the Loading on the Ship's arrival, diſtinguiſhing the Names of all the principal Articles.	When unloaded.	For what Port ordered to load or reload.
	N. B. The Arrival of Ships to load for the Foreign as well as Home Yards, are to be included in the ſecond Column.				

C. D.
Maſter Attendant.

E. F.
Maſter Shipwright.

Appendix,

Yard, } STATE of HAMMOCKS and BEDS (and
18 }

	In Store, including thoſe appropriated to other Yards or Services.		Arrived, but not received.
	New.	Waſhed.	
Hammocks - - - - N°			
N. B. The other Articles are to be inſerted in the above manner.			

Due to other

	Chatham.	Sheerneſs.	Portſmouth.	Plymouth.	Deal.
Hammocks - - - - N°					
Beds - - - - - -					

Shipped, or ſent to the

To what Yard, &c.	Hammocks.

C. D.
Maſter Attendant.

No. 143.

Veſſels (including thoſe hired) employed in tranſporting Stores from one Yard the Foreign Yards.

Nature of the Loading, diſtinguiſhing the Names of all the principal Articles.	Tonnage of the Stores to be put on board (or on board if loaded.)	When		
		Began to load.	Loaded.	Sailed.
N. B. The Names of the principal Articles for the Foreign Yards are not to be ſpecified.				

I. K.
Storekeeper.

No. 144.

Materials for making Beds) with other Information.

Due, in addition to thoſe in the preceding Column, from		Expected to be iſſued in the courſe of a Month from this time.	Leaſt Number immediately neceſſary to be ſupplied with, to enable us, with what we have in Store, to comply with the known wants of the Service.
Contractors.	Other Yards.		

Yards or Stations; viz.

Kinſale.	Gibraltar.	Halifax.	Antigua.	Jamaica.		

following Yards, &c. ſince the Date of the preceding Return; viz.

BEDS.	By what Conveyance.

I. K.
Storekeeper.

No. 145.

Yard, 180 } STATE of Copper Sheets on 180 with other Information respecting the said Article.

SIZES.	In Store.	Arrived, but not received.	Due, in addition to those in the preceding Columns, from		Number that may probably be Issued, or Expended, in the course of one Month from this time.	Least number immediately necessary to be supplied with, to enable us, with what we have in Store, to comply with the known wants of the Service.
Of 32 oz. - - - - -	No.				*N. B.* Those expected to be sent Abroad, are to be distinguished in Red Ink.	
28 - - - - -						
18 - - - - -						
16 - - - - -						

E. F. Master Shipwright. *I. K.* Storekeeper.

N. B. The Sort of Sheets need not be distinguished.

No. 146.

Yard 180 } ACCOUNT of Cordage received from each respective Contractor.

Sorts and Sizes.	Contractors Names.	Quantity.

C. D. Master Attendant. *I. K.* Storekeeper.

No. 147.

Yard, } ACCOUNT of CORDAGE wanted, and what may
18 } be ſpared.

SORTS and SIZES.	QUANTITY.				
	Wanted.	Due from		May be	
		Yards.	Contractors.	Provided at the Yard.	Spared.

C. D. *I. K.*
Maſter Attendant. Storekeeper.

No. 148.

Yard, } An ACCOUNT of the Number of Made MASTS,
18 } YARDS, &c. for the under-mentioned claſſes of
Ships remaining in theſe Stores on the ult.

	SHIPS.							
	1ſt Rate.	Guns 98.	74			64	38	36	32
			1ſt Cls.	Of the Second Claſs.	3d Claſs.				
Maſts, Main { Eſtabliſhment									
Maſts, Main { In Store									

N. B. The remainder of the Maſts, &c. are to be inſerted in the above manner.

E. F. *I. K.*
Maſter Shipwright. Storekeeper.

No. 149.

Yard, } STATE of appropriated Boats in Store on the
180 } paſt.

QUALITY.	LENGTH.	No	To what Ships appropriated.

E. F. *I. K.*
Maſter Shipwright. Storekeeper.

No. 150.

Yard, } STORES due to other Yards, with an Account of
180 } the Tonnage of thoſe due to each of the Out-Ports and Foreign Yards.

SPECIES.	To what Yard Due.	When Ordered.	What part is ready, and when the remainder will be.	Total Tonnage for each Yard.
N. B. The Articles to be inſerted according to the times when they were ordered to be ſent to the other Yards.			*N. B.* The Tonnage of each Article is not to be inſerted. Fractions to be omitted.	

I. K.
Storekeeper.

N. B. The Tonnage only of the Stores for the Out-Ports and Foreign Yards to be inſerted, mentioning whether the ſaid Stores are ready, or only providing.

No. 151.

Yard 180

CABLES, Cordage, Junk, Oakum, Twice-laid Stuff, Old Rope, &c. Sails, Canvas, and Copper Sheets remaining in Store on the paſt.

Alſo, an Account of Hemp in Store, and Due, and from whom; and of the New Cables of 15 Inches and upwards iſſued to, and Worn Cables of every ſize returned from Ships, in the laſt Month; and of the returned Cables remaining in Store.

CABLES.	Unappropriated.	Appropriated to the										
		Eſtabliſhment	Ships Names.									
Cables of 24 Inches. -												

N. B. The remaining ſizes of Cables, and all ſorts of Cordage, are to be inſerted in the above manner.

	New.	Worn	Total.
Tonnage of the Cordage Unappropriated - -			
Appropriated to Ships here - - -			
For the Eſtabliſhment - - - -			
For Foreign Service, or for the Out-Ports - -			
Total -			

No. 151—*continued.*

Junk, Oakum, Spun-yarn, Old Rope, &c.	In Store.	May be ſpared.
	Cwt.	
Junk - - - - - - - - - -		
Oakum, Black - - - - - - - -		
White - - - - - - - -		

N. B. The remainder of the Articles are to be inſerted in the above manner.

SAILS.	Unappropriated for																		
	Gunſhips.																Sloops.	Bombs.	Fireſhips.	Brigs.	Cutters.
	100	98 or 90	80	74	70	64	60	50	44	38	36	32	28	24	20						
Flying Jibs - - - -																					
Spritſail Courſes - -																					

N. B. The remainder of the Sails are to be inſerted in the above manner, and Appropriated Sails are deſcribed in the ſame Form.

HEMP.

	In Store	Due.	Total.		In Store.	Due.	Total.
	Tons.				Tons.		
Riga - - -				Peterſburgh -			
From whom the above is due.				From whom the above is due.			
			Tons.				Tons.

No. 151—*continued.*

New Cables of 15 Inches and upwards iſſued to, and all worn Cables returned from Ships, in the laſt Month; alſo the returned Cables remaining in Store.

Ships Names.	Iſſued.		Returned.		Returned remaining in Store.	
	Size.	Fathoms.	Size.	Fathoms.		Fathoms.
	Ins.		Ins.		Cables of Ins.	

CANVAS.	N° 1	2	3	4	5	6	7	8	Total.
	Bolts.								
In Store - - - - - -									
Due on Contract - - -									
From other Yards - - - -									
Total - - -									

Copper Sheets Unappropriated.		In Store.	Due.	Total.
Of 32 oz. - - - - - -	Improved			
	Common			

N. B. The other Sizes of Copper Sheets are to be inſerted in the ſame manner.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

N. O. Clerk of the Rope Yard.

Appendix,

Yard, 180 } A LIST of SHIPS whoſe Stores are provided or ſtowed away in

Guns.	Ships Names.	Rigging.	Sails.	Bower Cables.	Copper Sheets for coppering Ships in good condition not coppered.	Anchors.			Iron Ballaſt.	Hen Coops, Arm Cheſts, &c.
						Bower or Sheet.	Stream.	Kedge.		
				N. B. The N° of Cables, Copper Sheets, and Anchors (including the Spare Bower) to be expreſſed.						

C. D.
Maſter Attendant.

E. F.
Maſter Shipwright.

No. 153.

Yard, 180 } An ACCOUNT of Copper Pots iſſued to Surgeons of His Majeſty's Ships, between the 1ſt and 30th ult°.

Names of the		Species.	N°	Weight.	Rate.	Value.
Ships.	Surgeons.					

E. F.
Maſter Shipwright.

I. K.
Storekeeper.

L. M.
Clerk of the Survey.

No. 152.

Latticed Berths, &c. againſt the time of their being ordered to Sea.

BOATS.						Pumps.		Boatſwain's and Carpenter's Stores ſtowed in the Latticed Berths, agreeably to order.	
Barge.	Long-boat.	Launch.	Pinnace.	Cutter.	Jolly.	Chain.	Hand.	Boatſwains.	Carpenters.

N. B. The Number of Boats and Pumps, each Sort to be expreſſed.

I. K.
Storekeeper.

L. M.
Clerk of the Survey.

No. 154.

Yard, 180 } ABSTRACT of the quantities of the following ſpecies of STORES received in the laſt Month from Contractors; alſo of thoſe which have been received, landed, or arrived, at the Yard (belonging to Contractors) to the Date hereof.

SPECIES.	Received in laſt Month.	Received, landed, or arrived, up to the Date hereof, and not included in the preceding Column.	If any Stores of theſe Species ſhould remain due, and require to be haſtened, the ſame are to be pointed out in this Column, with the Contractor's Name and Date of the Contract (or demand, if on a Standing Contract.)
Copper Sheets, Improved Sort of - - - } N° 32 oz.			

N. B. The remaining Articles of Copper Paper for Ships Bottoms, Hemp, and Canvas, are to be inſerted in the above manner.

D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check. *I. K.* Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope Yard.

No. 155.

Yard, } An ACCOUNT of Slops and Beds, iſſued and received, and of thoſe returned
180 } from Ships, between the and with the
Remains in Store on the latter Day.

Time.	Ships Name.	N° of Bale or Caſe.	Species.	Purſers Names.	Value.	Total.

	Remains in Store, 180 .		Wanting to complete the Eſtabliſhment.	
	Large.		Large.	
Bags for Seamen's Clothes				
Flannel Waiſtcoats				

N. B. The remainder of the Articles are to be inſerted in the above manner.

I. K. Storekeeper.

An ACCOUNT of Slops ſhipped on board the Mr.
Maſter for Deptford Yard, to be forwarded to the Slop Office.

When returned into Store.	From what Ship.	Flannel Waiſtcoats.	Drawers.	Kerſey Jackets.	Shirts.	Frocks.	Guernſey Jackets.	Trowſers, Woollen.	Linen.	Stockings.	Blankets.	Shoes.	Hats.	Boys Jackets.	Waiſtcoats.	Shirts.	Frocks.	Trowſers, Woollen.	Linen.	Stockings.	Shoes.	Wrappers.	Packed in.

I. K. Storekeeper.

No. 156.

Yard, } An ACCOUNT of Unappropriated Blocks and Dead Eyes in
180 } Store, and due on Alſo of thoſe wanted, and of
thoſe to ſpare.

BLOCKS.	In Store.	Due.	Total.	Eſtabliſhment.	Wanted.		To ſpare, excluſive of what may be due to other Yards.
					To complete the Eſtabliſhment.	For the Current Services.	
Single, Common thick, } Ins. Single ſcored, of - } 4	N°						

N. B. The remainder of the Blocks and Dead Eyes are to be inſerted in the above manner.

C. D. Maſter Attendant. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

No. 157.

Yard, } An ACCOUNT of CABLES iſſued to His Majeſty's Ships,
180 } between deſcribing the length, when put into
Store, and when iſſued.

Ships Names.	Size of Cables.	N°	Made.		From what Ship received.	Length.		Whether Common, or after any other Method.
			Where.	When.		When put into Store.	When iſſued.	

C. D. Maſter Attendant. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

No. 158.

Yard, } An ACCOUNT of CORDAGE remaining in theſe Stores on the
180 } ult° which has been re-manufactured from returned Cables and Rope; alſo of the Cordage ſo made between the 1ſt and ult° and of what may be ſpared.

Sorts and Sizes.	In Store.	Re-manufactured by the People of the Yard.	To Spare.

C. D. Maſter Attendant. *I. K.* Storekeeper. *N. O.* Clerk of the Rope-yard.

No. 159.

Yard, } ACCOUNT of Flat-bottomed BOATS iſſued between the
180 } and the ult°.

Numbers marked on the Boats.	To what Ship, &c. iſſued.	When iſſued.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper.

No. 160.

Yard, } ACCOUNT of CABLES iſſued to His Majeſty's Ships, between
180 } the and the ult°, which were made
by any particular method; diſtinguiſhing the ſame.

Guns or Claſſes.	Ships Names.	Number Iſſued.	Made.			Circumference.		Number of Yarns.
			By what Method.	Where.	When.	Nominal.	Real.	

C. D. Maſter Attendant. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

No. 161.

Yard, } ACCOUNT of Weights examined, ſhewing their deficiency.
180 }

Time of Examination.	Weights examined,	Deficiency.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check. *I. K.* Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope-yard.

Appendix,

Yard, the

An ACCOUNT of ſundry Species of STORES remaining in His Majeſty's due on Contract, &c. and what more are wanted to complete the Stores Eyes) and to provide what are wanted in Addition, for the current Expences in Anchors: Likewiſe, an Account of Stores

N. B. Theſe Returns are not to include any Stores which are in Store Anchor, directed by the Eſtabliſhment to be kept in Store

SPECIES.	In Store the 180	Due on Contract, or Warrant.	Total.	Eſtabliſhment.	Wanted: To complete the Total Quantity to the Eſtabliſhment.	Wanted: For the Current Expences of the next Quarter.
	N. B Such Articles as are due to, or from other Yards, to be inſerted in Red Ink, under the Quantity in ſtore, and due on Contract or Warrant, diſtinguiſhing the Yard.					
Engliſh Timber, &c.:						
Loads.						
Oak, ſtraight, rough, 90 Feet and upwards						
From 90 to 70						

N. B. All the other Articles contained in this Account are to be inſerted in the above manner.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright.

No. 162.

180

Magazines on the .....; alſo, the Quantity in Store, and agreeably to Eſtabliſhment (except Signal and Foreign Colours, Blocks and Dead the next Quarter, of ſuch Articles as are to be demanded Quarterly, except that may be ſpared to the other Yards.

laid apart for Ships in good Condition, except the Spare Bower for every Ship in good Condition.

Total Wanted.	May be ſpared to other Yards.	Contractors, who are to ſupply any of the Stores wanted.	Time when the Demands are to be made.	*N. B.* If any Stores are immediately wanted, whether they belong to the Quarterly or Annual Demands, they are to be pointed out by Memorandum in this Column.

N. B. The Quantities wanted for the next Quarter's Expence of thoſe Stores which are to be demanded Annually, are not to be inſerted unleſs they are almoſt immediately wanted; but the Quantities wanted to complete the Eſtabliſhment are to be inſerted againſt every Article.

N. B. It is expected that particular Care will be taken to point out ſuch of the Surplus Stores as ſhould be ſpared, in order to prevent their lying too long in ſtore; eſpecially thoſe of the moſt periſhable Nature.

I. K. Storekeeper. *L. M.* Clerk of the Survey.

N. B. Contractors Names are not to be inſerted againſt any of the Articles demanded, unleſs there are Stores of that Species due from them; except with reſpect to Stores for which there are Standing Contracts, or Standing Warrants.

No. 163.

Yard, 180 } An ACCOUNT of STORES, not included in the Quarterly Return (N° 162.) which are wanted for the Current Service of the Port, and replenifhing the Magazines.

For what Uſes.	Contractors Names, and Species.	Quantity.	Time neceſſary to be delivered into Store.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright.
I. K. Storekeeper. *L. M.* Clerk of the Survey.

No. 164.

Yard, 180 } FOREIGN and SIGNAL COLOURS in Store, and due on the ; alſo, an Account of thoſe wanted, and of thoſe to ſpare.

FOREIGN COLOURS.	Breadths.	In Store.	Due.	Wanted.	To Spare.

N. B. The new are not to be diſtinguiſhed from worn Colours.

Enſigns, Dutch, of - -	34				
	32				

N. B. The remainder of the Foreign Colours are to be inſerted in the above manner.

No. 164—*continued.*

Signal Colours.	In Store.	Due.
	Sets. odd.	Sets. odd.
Flags and Pendants, agreeably to Eſtabliſhment: viz. for Flag Ships - - - - - -		
Repeating Frigates - - -		
Private Ships - - - - - -		
Flags and Pendants of various kinds, of the Old Sort, which have not been ordered to be kept for any particular Service - -		N°

N. B. Theſe Colours need not be particularized.

N. B. If there are any Signal Colours not comprehended under either of the foregoing Heads, the ſame are to be inſerted in this Page.

SIGNAL COLOURS.	Wanted.		To Spare.	
	Flag Ships and Repeating Frigates.	Private Ships, Sloops, &c.	Flag Ships. and Repeating Frigates.	Private Ships, Sloops, &c.
Flags. Blue pierced White - - -				
Blue, White, and Red - -				

N B. The remainder of thoſe Colours are to be inſerted in the above manner.

FLAGS, &c. for the Uſe of His Majeſty and the Royal Family, and other Perſonages of high Rank; diſtinguiſhing for whom they are adapted.	In Store.	Wanted.	To Spare.
Silk; viz.			
Bewper; viz.			

C. D. Maſter Attendant. *I. K.* Maſter Shipwright. *L. M.* Clerk of the Survey.

Appendix

Yard, 180 } STATE of ANCHORS adapted for Ships

Weight.	In Store, and on board Ships in Ordinary.			Ships, Yards, or Services, to which the beforementioned Anchors are Appropriated.	
	Unappropriated.		Appropriated.	N° to each Ship, diſtinguiſhing the ſpare Bowers.	Ships Names.
	In good Condition.	Defective, and may be ſpared.			

N. B. Thoſe on board Ships in ordinary to be diſtinguiſhed in Red Ink.

C. D.
Maſter Attendant.

E. F.
Maſter Shipwright.

N. B. Every Weight is to be inſerted, beginning at (100 cwt) whether there be
The Anchors herein reported to be wanted, are to be demanded in the Quarterly
otherwiſe not.

N. B. The Iron Stocked Anchors are to be

No. 165.

n the past

Due from		Making or ordered to be made in the Yard.		Wanted in Addition.			May be ſpared, not being likely to be wanted at this Yard.
Other Yards.	Contractors.	N°	When may be completed.	N°	For Store, or for what Ships or Services.	When may be made by the Yard People.	

I. K.
Storekeeper.

L. M.
Clerk of the Survey,

ny Anchors in Store of the reſpective Weights or not.
Return (N° 162) provided the ſame are not ordered in conſequence of this Return,

nſerted on the laſt Page of the Return.

No. 166.

Yard, } STATE of Contracts and Warrants for STORES, from Con-
180 } tractors, depending on the

N. B. The Stores due from other Yards are not to be included.

N. B. The following Stores are to be included in this Account; viz. Engliſh Timber and Plank of all Sorts, Thickſtuff, Treenails, Elm Board, Norway Goods, Riga Timber, Maſts, &c. Dantzick Goods, American Maſts, &c. Iron, Copper Sheets, Copper Bolt Staves, Hemp, Pitch, Tar, Tallow, Roſin, Turpentine, and Train Oil: And the Contracts or Warrants relative to the ſaid Stores are to be inſerted in the Order in which the above Articles are.

The Metings and Sizes of Timber, Knees, Thickſtuff, and Elm Board, are not to be diſtinguiſhed; but the whole of each particular Contract for Oak Timber is to be inſerted under two general Heads of Straight and Compaſs (diſtinguiſhing each Species) and the Knees and Thickſtuff under their reſpective Names only.

Every Sort or Size of Plank, Treenails, Deals, Baulks, Uphroes, Maſts, &c. Hemp, Copper Sheets, and Copper Bolt Staves, is to be diſtinguiſhed.

Iron is not to be diſtinguiſhed by its Sizes, but only by its Species; viz. Swedes, Squares and Flats (ſhewing the quantity of each) Short-Broads, Spaniſh Squares and Flats (ſhewing the Quantity of each) and Old Sable Siberia.

Contractors Names.	Date of the Contract or Warrant, diſtinguiſhing which.	When to be delivered.	What further Time has been allowed.	Species of Stores.	Quantity originally agreed for or ordered.	What part thereof is	
						Delivered.	Behind.
			N. B. To be inſerted in Red Ink.				

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper. *L. M.* Clerk of the Survey. *T. M.* Timber Maſter.

No. 167.

Yard, } An ACCOUNT of ſuch STORES as remain due on demands
180 } from His Majeſty's other Yards, which are no longer wanted.

By what Warrant ordered.	From what Yard due.	Species.	Quantity.

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper.

No. 168.

Yard, } An ACCOUNT of the Value of Slops in Store on the
180 } with the Value of thoſe received and iſſued, between the
and and the Balance remaining
in Store on the latter Day.

TIME.	Debtor.	Amount.	Time.	Creditor.	Amount.
		£. s. d.			£. s. d.

An Account of the Remains of Slops in Store on the with the Rate and Value.

SPECIES.	Quantity.	Rate.	Value.

I. K. Storekeeper.

No. 169.

Yard, } An ACCOUNT of Royal Marine Cloathing, Saſhes, Belts, Pouches,
180 } Gun-ſlings, and Serjeants Swords, received and iſſued between the
and with the Quantity remaining
in Store on the latter Day.

Time when.	Remains, and Receipts.	Privates.											Serjeants.								Drummers.			
		Coats.	Waiſtcoats.	Shirts and Turnovers.	Stockings.	Stocks.	Hats.	Pouches.	Pouch-belts.	Gun-ſlings.	Bayonet belts, and Plates.	Breeches.	Coats.	Waiſtcoats.	Breeches.	Shirts, and Turnovers.	Stockings.	Stocks.	Hats.	Swords.	Saſhes.	Belts.	Coats.	Carriages.	Epaulets.	Shoes.
180 .	Remains - - - -																								
	Received from the Slop Office per the Tranſp^ts Maſter, Bales, Caſes, Caſks, Mens																								
	D° D° D° D° Boys																								
	Total Remains, and Receipts - - - { Men / Boys																								

No. 169—*continued.*

Time when.	ISSUES.	Privates.											Serjeants.									Drummers.			
		Coats.	Waiſtcoats.	Breeches.	Shirts, and Turnovers.	Stockings.	Stocks.	Hats.	Pouches.	Pouch-belts.	Gun-ſlings.	Bayonet-belts, and Plates.	Coats.	Waiſtcoats.	Breeches.	Shirts, and Turnovers.	Stockings.	Stocks.	Hats.	Swords.	Belts.	Coats.	Carriages.	Epaulets.	Shoes.
180																									
	Total Iſſues - - - { Mens - / Boys -																								
	ABSTRACT:																								
	Total Remains and Receipts - - { Mens - / Boys -																								
	Iſſues - - { Mens - / Boys -																								
	Remains on the { Mens - / Boys -																								

I. K. Storekeeper.

No. 170.

Yard, 180 An ACCOUNT of the Engliſh and Foreign OAK TIMBER KNEES, Thickſtuff and Plank, remaining in this Dock Yard on the 31ſt December 180 .

	Rough Contents.	Load[s]
Timber, Engliſh, Straight, Rough, - - - - - -		
Converted and Sided - - - -		
Compaſs, Rough - - - - - -		
Converted and Sided - - - -		
Knees - - - - - - - - -		
Thick-ſtuff - - - - - - - -		
	Neat Contents.	
Total of Engliſh Oak Timber, Knees, and Thick-ſtuff - - - - - - -		
Inches.		
Plank, Oak, Engliſh, 4 to 3 - - - - - - -		

N. B. The Foreign Timber and Plank are to be inſerted in the above manner.

No. 170—*continued.*

An ACCOUNT of the Quantity, with the Periods ſtipulated for the Delivery in this Yard of the Engliſh and Foreign Oak Timber and Plank due on Contract.

	Loads.	(Date of the Year.) Lady.	Midſummer.	Michaelmas.	Chriſtmas.				
Timber, Oak, Knees and Thickſtuff:									
Engliſh -									
Foreign -									
Plank, Oak - - - - Engliſh -									
Foreign - -									

E. F. Maſter Shipwright.

I. K. Storekeeper.

T. M. Timber Maſter.

No. 171.

Yard } A Comparative STATEMENT of the Remains of Oak Timber
180 } and Knees on the 31ſt December 180 , and on the 31ſt December 180 .

	OAK TIMBER and KNEES.					
	Not ariſing from Converſions in the Yard.		From Converſions in the Yard.		TOTAL.	
	Engliſh.	Foreign.	Engliſh.	Foreign.	Engliſh.	Foreign.
	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.
In Store on the 31ſt Decr 180						
Received in 180 - - - - -						
Total - - - -						
Iſſued in - 180 - - - - -						
Should remain in Store on 31ſt Decr 180 according to this Statement - - - - - - -						
Suppoſed Remains, grounded on the Survey at Michaelmas -						
Suppoſed remains are { Leſs / More						

E. F. Maſter Shipwright.
T. M. Timber Maſter.

I. K. Storekeeper.

No. 172.

Yard, 180. } An ACCOUNT of the EXPENDITURE of such Articles of STORES as are included in the Establishment, and of those sent to Foreign Yards, including Deal, Harwich, Leith, Kinsale, and all other Out-Ports between the 1st January and 31st December.

SPECIES.	Expended in the Yard.	Sent to Foreign Yards and Out-Ports.	TOTAL.
Lds.	*N. B.* The odd Feet not to be inserted to the Timber, Thickstuff, and Plank.		
Timber, Oak, English, Straight, Compass and Knees, in rough Contents - -			
Thickstuff, 10½ and 10 Inches - - -			

N. B. The Remainder of the Articles are to be inserted in the above manner.

C. D. Master Attendant. *E. F.* Master Shipwright. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

T. M. Timber Master.

No. 173.

Yard, 180 } An ACCOUNT of such Part of the FOREIGN IRON as remains due from the Contractors on the ult. in part of what should, according to the Conditions of their Contract, have been delivered by or before 31st Dec^r 180

Contractors Name.	Date of Contract.	Sorts of Iron.	Quantity which should have been delivered by or before 31 Dec. 180	Quantity which has been delivered.	Quantity remaining to be delivered.	Reason for Non-delivery, as far as may have come to the knowledge of the Officers.

E. F. Master Shipwright. *I. K.* Storekeeper.

No. 174.

Yard } A Comparative STATEMENT of the Timber due on the expired Contract of
180 } dated with the Value thereof; alſo the Prices and P^r-Centages of their ſubſequent Contracts; Shewing what the Total Coſts of the Articles would amount to, on the terms of each reſpective Contract.

Contractors Names, and Date of the expired Contract.	When to have been delivered.	Species.	Quantity.	Expired Contract. 180		Contract. 180		Contract. 180	
				Rate.	Value.	Rate.	Value.	Rate.	Value.
			Lds. ft.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.

E. F. Maſter Shipwright. *I. K.* Storekeeper.
I. M. Timber Maſter.

No. 175.

Yard, } An ACCOUNT of the probable Expence of Copper Bolt
180 } Staves between the 1ſt January and 31ſt December 180

SIZES.	Quantity.
Copper Bolt-Staves of 3 Inches Feet.	

N. B. The remaining ſizes down to $\frac{1}{8}$ of an Inch are to be inſerted in the above manner.
Bolt Staves of particular Lengths are not to be regarded in this Account.

E. F. Maſter Shipwright. *I. K.* Storekeeper.

No. 176.

Yard, 180 } An ACCOUNT of the Names of the Articles the Remains of which were taken, as nearly as could be, on the 31ſt December 180 to be compared with the Ledger Balance.

When taken.	Names of Articles.

I. K. Storekeeper.

No. 177.

Yard, 180 } An ACCOUNT of ſuch part of the Norway and Dantzic Goods, Riga Timber, Hemp, Pitch, Tar, and Roſin, as remain due from the ſeveral Contractors on the Feb^{y} 180 in part of what ſhould, according to the Conditions of their Contracts, have been delivered by or before the 31ſt December laſt.

Contractors Names.	Date of Contracts.	Species.	Quantity which ſhould have been delivered by or before the 31ſt Dec^{r} 180	Quantity which has been delivered.	Quantity remaining to be delivered.	Reaſons for Non-delivery as far as may have come to the knowledge of the Officers.

C D. Maſter Attendant. *E. F.* Maſter Shipwright. *G. H.* Clerk of the Check. *I. K.* Storekeeper. *L. M.* Clerk of the Survey. *N. O.* Clerk of the Rope Yard.

T. M. Timber Maſter.

No. 178.

Yard, } An ACCOUNT of the TRAIN OIL in Store, and
18 } due, on the 30th June laſt, noting from whom, with the date of the Contract, and an Account of the probable Conſumption thereof for One Year from that period.

In Store on the 30th June 180	Due on Contract, and from whom, with the date of their Contract.	Total in Store, and due.	Probable Conſumption between 30th June 180 and 30th June 180

E. F. Maſter Shipwright.

I. K. Storekeeper.

No. 179.

Yard, } An ACCOUNT of ſuch Articles of STORES re-
180 } maining in the Magazines as are not ſhewn in any other Return, and not likely to be ſoon wanted here, with what part thereof may be ſpared for the Service of the other Yards.

Species.	In Store 31ſt March 180	Additional quantity which might be brought into uſe in the courſe of the enſuing twelve Months.	Propoſed to be ſent to other Yards, not being likely to be wanted here in due time.	Not likely to be wanted or to be made uſe of either here, or at any other Yard, while in a ſerviceable State.	Obſervations as to what it may be adviſable to do with the quantities pointed out in the preceding Column, with any other Remark.

C. D. Maſter Attendant.

E. F. Maſter Shipwright.

I. K. Storekeeper.

No. 180.

A LIST of the PERIODICAL RETURNS tranſmitted from the Clerk of the Survey's Office to the Navy Board.

MONTHLY:	
Account of Orders unexecuted, &c.	See N° 109.
Account of Stores ſupplied to His Majeſty's Ships and Veſſels in Commiſſion	See N° 76.
Account of Stores ſupplied to hired Ships and Veſſels	See N° 81.
Account of Stores ſupplied to Tranſports	See N° 80.
QUARTERLY:	
Specification of the Stores Received and Iſſued by the Cabin-keepers	See N° 181.
Expence under the Head of Ordinary	See N° 88.
Expence under the Head of Wear and Tear	See N° 89.
Account of Paper received and iſſued	See N° 99.
Officers Accounts paſſed, and remaining to be paſſed	See N° 182.
Account of Cordage, &c. ſupplied to the Ordnance Department	See N° 183.
Account of Iron Ballaſt increaſed or reduced from the Eſtabliſhment	See N° 93.
Expence incurred by the Repair of, and Stores ſupplied to, the Victualling Veſſels	See N° 184.
Expence under the Head of Tranſports	See N° 184.
ANNUALLY:	
Eſtimate for Works under the Head of Ordinary, and Particulars thereof	See N° 85.
Expence under the Head of Ordinary	See N° 91.
Expence under the Head of Wear and Tear	See N° 92.

No. 181.

Yard, } A SPECIFICATION of all the Stores that have been Received
180 } and Iſſued by the ſeveral Store-Cabin-keepers at this Yard, with the particular Services to which they have been applied, between the
and the 180

For what Ship, &c.	No of Guns.	Building, Repairing Fitting, or Refitting.	Charges on the Head of	BRASS.									
				Bells.		Bolts.		Boxes.	Braſſes.	Caſt Plate and Sheet.	Chambers for Pumps.	Coakes.	
				Cabin.	Watch.	Large.	Small.						
				No	No C. q. lb.	No	No	No lb.	No lb.	C. qr. lb.	C. qr. lb.	No C. qr lb	

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

N. B. All the other Articles received and Iſſued by Store-Cabin-keepers are to be inſerted under general Heads as above.

No. 182.

Yard, } An ACCOUNT of Boatſwains and Carpenters Accounts in the
180 } Clerk of the Survey's Office, paſſed, and remaining to be paſſed,
between and

Mens Names.	Boatſwain or Carpenter.	Ships Names.	Time the Account is for.	When			Nature of Objections.
				Received into Office.	Taken in Hand.	Completed.	

L. M. Clerk of the Survey.

No. 183.

Yard, } An ACCOUNT of the Quantities, Sizes, and Value of ROPE,
180 } &c. iſſued to the Ordnance Department, between the
and 180

SPECIES.	Quantity.	Weight.	Rate.	Value.

C. D. Maſter Attendant. *I. K.* Storekeeper. *L. M.* Clerk of the Survey.

No. 184.

Yard, } An ACCOUNT of the Expence incurred by the Repair of, and
180 } Stores ſupplied to the Victualling Veſſels and Victualling Depart-
ment at this Port, between the and
180

Veſſels Names.	Charge of the Hull.			Charge of the Maſts and Yards.			Total of Hull, Maſts, and Yards.	Charge of the Furniture and Stores.			Grand Total.
	Materials.	Work-manſhip.	Total.	Materials.	Work-manſhip.	Total.		Materials.	Work-manſhip.	Total.	

C. D. Maſter Attendant. *E. F.* Maſter Shipwright. *I. K.* Storekeeper.
L. M. Clerk of the Survey.

N. B. The Expence on the Head of Tranſports is to be ſent agreeably to the above Form.

No. 185.

A LIST of the PERIODICAL RETURNS tranſmitted from the Clerk of the Rope-yard's Office, to the Navy Board.

WEEKLY:	
Account of Hemp and Tar received, and of Cordage made and iſſued	See N° 95.
MONTHLY:	
Account of Cables and Cordage in Store, and to make, and of Hemp in Store	See N° 186.
Account of Orders unexecuted, &c.	See N° 109.
QUARTERLY:	
Abſtract of Wages due to Officers, Clerks, and Workmen, &c.	See N° 126.
Account of Paper received and iſſued	See N° 99.
ANNUALLY:	
Account of the probable Conſumption of Hemp in the preſent and following Year	See N° 187.
Account of Hemp due on Contract	See N° 173.

No. 186.

Yard, 180 } An ACCOUNT of CABLES in Store, and to be made, and of HEMP remaining in Store.

Sizes of Cables, and Nature and Sizes of Cordage.	Quantity.		For what Service or Ships.	Date of Warrant.	For what Yard.	Time when may be completed.
	In Store.	To make.				

Hemp in Store.

QUALITY.	QUANTITY.
	Tons.
Peterſburgh	
Riga	
	N°
Hawls of Yarn in Store	

N. O. Clerk of the Rope-yard.
A. D.
Maſter Ropemaker.

No. 187.

Yard, } An ACCOUNT of the probable Conſumption of HEMP in
18 } this and the following Year.

SORTS of HEMP.	In this Year.	In the Year 180
	Quantity.	Quantity.
Riga - - - - - - - -		
Peterſburgh - - - - - -		

N. O.
Clerk of the Rope-yard.

A. D.
Maſter Rope-maker.

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THE

SECOND REPORT

OF THE

COMMISSIONERS

FOR

Revising and Digesting the Civil Affairs of His Majesty's Navy.

(Dated 6th February 1806.)

Ordered to be printed 3d April 1806.

To the KING's Moſt Excellent MAJESTY.

The SECOND REPORT of the Commissioners appointed to reviſe the Syſtem and Mode of accounting for the Receipt and Expenditure of Money and Stores; and likewiſe the Inſtructions and Standing Orders for the Government of the Civil Departments of His MAJESTY's Naval Service; and to arrange and frame a regular Digeſt of the ſame; having it carefully in view to adapt the Mode of accounting for Monies and Stores, and likewiſe the whole body of ſuch Orders and Inſtructions, to the preſent extenſive Scale of the Naval Service; and to take Meaſures for keeping up the ſaid Syſtem and Digeſt in all time to come: And who were further required to take into their particular Conſideration, all ſuch Suggeſtions as have been made by the different Boards of Enquiry and Select Committee on Finance, and have not yet been adopted; and to examine which of the ſame appear practicable and conſiſtent with the good of the Service, and to conſider and deviſe the beſt means of carrying the ſame into execution, in the moſt convenient and expeditious Manner, and to report on all the Matters aforeſaid from time to time as they ſhall ſee Occaſion.

IN purſuance of the order of proceeding propoſed in our Firſt Report, we are now to lay before Your Majeſty the Inſtructions which we have prepared for all the inferior Officers, of every deſcription, in the Royal Dock Yards.

From the Anſwers given to our firſt Enquiries, it appeared that the greater part of thoſe Officers had been furniſhed with no general Inſtructions, printed or written, but had been guided in the performance of their reſpective Duties by occaſional Warrants and Orders from the Navy Board; and that many parts, not only of the minute detail, but alſo of the general points of their Duty, had been from time to time altered and regulated according to the ideas of their own ſuperior Reſident Officers, without any reference to that Board.

In the Digeſt Book, made up in 1786, the nature of which has been explained in our former Report, we found Abſtracts of thoſe detached Orders from the Navy Board occaſionally iſſued to the different Yards; and from that Collection we ſelected all the Orders reſpecting the Duty of each particular Officer, and, to thoſe written ſeparately, we added ſuch General Orders as have been ſent to them from the Navy Board ſince 1786.

To each Dock Yard were ſent the Papers ſo made up; comprehending the Orders to the Officers reſiding in it; and the principal Officers were directed to conſider them attentively, and to report to us, whatever might occur to them thereon.

From

From their Anſwers it appeared, that Orders, which were approved of and in full force in ſome Yards, were in others unknown, or become obſolete; but in general they afforded ſo imperfect an idea of the actual Duties of each Officer, that we found it neceſſary to ſeek ſome other ſource of information.

With this view we called upon each individual Officer, at every Yard, for a Statement of what he conſidered to be his Duty. But ſuch had been the effect of the irregularity and want of ſyſtematic uniformity in the Orders occaſionally iſſued, that thoſe Officers had formed very different conceptions of their Duties; and there was conſequently very little ſimilarity in the Anſwers from Perſons of the ſame occupations in the different Yards: Indeed, it has been obſerved by ſome of themſelves, that an Officer who had ſerved half his life in one Dock Yard, if removed to another would find himſelf nearly as much at a loſs to know his preciſe Duty, as if he had never been in the Service.

But the bad effect of this want of Syſtem, was not confined to the Dock Yards. The correſpondence and the difficulties in carrying on the Buſineſs at the Navy Office, have been much increaſed in conſequence of it; for the particular differences in the practice and methods in the execution of Buſineſs in the ſeveral Yards, cannot be perfectly known at that Board; and the Orders given without that knowledge, muſt ſtill tend to add to the confuſion. To remove theſe inconveniencies, and by eſtabliſhing a regular and ſyſtematic mode of tranſacting Buſineſs, to make each Dock Yard ſerve as a part only of one great machine, conſtructed for carrying on the Public Service, moving in perfect conſiſtency with the reſt, it is neceſſary that the Orders ſhould be clear and ſimple; that the ſame general Inſtructions ſhould be given to the Officers in every Dock Yard, and that each Officer ſhould clearly underſtand his own portion of them.

With theſe views we ſelected from the maſs of materials before us, what appeared to be uſeful, and formed Drafts of Inſtructions for each Officer; and after bringing them under the conſideration of ſome of the moſt intelligent and experienced of the ſuperior Officers, and hearing their reaſons for the alterations they propoſed, adopting ſuch as ſeemed to be judicious, new Drafts were prepared and ſent to the Commiſſioner at each Dock Yard, with directions to call upon the reſpective principal Officers, for their obſervations, and for ſuch additions or improvements as might occur to them. The Commiſſioners were alſo deſired to ſtate their own opinions; and we received in return many uſeful remarks and ſuggeſtions; all of which were maturely conſidered, and ſuch alterations were made, as to us appeared to be expedient and proper; and each Draft, after having been corrected, was ſent to the Navy Board for their conſideration and Report; and the Obſervations which were made by that Board, were duly attended to.

The very looſe and neglected ſtate in which we found matters in this branch of our Enquiry, and our deſire to have the ſame Rules eſtabliſhed, and the Service carried on, as nearly as poſſible, in the ſame manner in all the Dock Yards, have obliged us to be more full and more particular in our Inſtructions than we wiſhed to be to the inferior Officers; but we have ſtill confined thoſe Inſtructions chiefly to the outlines of their reſpective Duties, leaving the detail to the direction of their own Principals.

We

We have described the steps we have taken in the execution of this part of our Duty, to shew that no useful source of information has been neglected; much more time has indeed been taken up on it, and more particularly in the very voluminous Correspondence with the Dock Yards, and in examining the great mass of Papers brought before us, than we expected would have been necessary, but much useful Information has, in consequence of it, been obtained.

One part of the Duty of those inferior Officers, namely, that of ascertaining the Earnings of the Workmen under their superintendence, is not taken notice of in these Instructions. That part of their Duty will be fully stated in a future Report to Your Majesty.

The Instructions to the Timber Master and his Assistants, are also postponed; because, though the Instructions, under which they now act, are found to require amendment, we have not yet received Answers to our Precepts on that important subject, nor, consequently, all the Information that we think necessary, before we can propose alterations in those Instructions. And if, as may be expected, defects should be found on trial, either in the Instructions now submitted to Your Majesty, or in those to the superior Officers, given with our former Report, they will be taken notice of and rectified in a future Report.

The several Officers, for whom Instructions are now prepared, are as follows; viz.

ASSISTANTS TO THE MASTER SHIPWRIGHT,
FOREMEN OF THE YARD,
FOREMEN AFLOAT,
FOREMEN OF NEW WORK,
QUARTERMEN OF SHIPWRIGHTS,
FOREMEN OF CAULKERS,
QUARTERMEN OF CAULKERS,
MASTER MASTMAKERS,
FOREMEN OF MASTMAKERS,
QUARTERMEN OF MASTMAKERS,
MASTER BOATBUILDERS,
FOREMEN OF BOATBUILDERS,
QUARTERMEN OF BOATBUILDERS,
MASTER JOINERS,
MASTER HOUSE CARPENTERS,
FOREMEN OF JOINERS AND HOUSE CARPENTERS,
MASTER SMITHS,
FOREMEN OF SMITHS,
MASTER BRICKLAYERS,
FOREMEN OF MASONS AND BRICKLAYERS,
MASTER PAINTERS,
FOREMEN OF PAINTERS,
BOATSWAINS OF THE YARD,
FOREMEN OF SCAVELMEN,
FOREMEN OF LABOURERS,
FOREMEN OF TEAMS,
SUPERINTENDING MASTERS,
MASTER SAILMAKERS,
FOREMEN OF SAILMAKERS,

MASTER RIGGERS,
FOREMEN OF RIGGERS,
BOATSWAINS OF THE SHEER HULK,
CABIN KEEPERS,
FOREMEN OF STOREHOUSE LABOURERS,
MASTER ROPEMAKERS,
FOREMEN OF ROPEMAKERS AND LINE AND TWINE SPINNERS,
WARDENS,
WARDERS,
ROUNDERS AND WATCHMEN,
SURGEONS,
ASSISTANT SURGEONS,
CHAPLAINS.

Our attention, however, has not been confined to the Inſtructions which we have now the honour to lay before Your Majeſty; but we have made conſiderable progreſs in the different Branches of the Civil Department of the Navy committed to our Reviſion; and on each of them we ſhall ſubmit our Opinion, in Reports to Your Majeſty, with as much diſpatch as the nature of the ſubject will admit of, and we ſhall find conſiſtent with the moſt complete inveſtigation that we can give it.

Office of Naval Reviſion,
February 6th, 1806.

(Signed,) BARHAM. (L. S.)
JOHN FORDYCE. (L. S.)
ROGER CURTIS. (L. S.)
WM. DOMETT. (L. S.)
AMBROSE SERLE. (L. S.)

(A Copy.)
John T. Briggs. Secr.

INSTRUCTIONS FOR THE ASSISTANTS TO THE MASTER SHIPWRIGHTS AT HIS MAJESTY'S DOCK YARDS.

BY the Principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Aſſiſtants to the Maſter Shipwrights at His Majeſty's Dock Yards.

YOU are to be conſtantly attentive to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when the Service ſhall require your attendance; and if a houſe ſhould be allotted to you in the Yard, you are to make it your conſtant reſidence, and not to remain out of the Yard during the night, without leave from us, or from the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

You are, when directed by the Maſter Shipwright, to attend at his Office, for the purpoſe of receiving his directions, and of hearing read all ſuch Orders and Letters as he may have to communicate to you; and you are, when required, to deliberate with him, and to ſtate to him your opinion reſpecting the manner in which ſuch Orders are to be executed, or the Letters anſwered, as the caſe may require. If, on any ſuch occaſion, differences of opinion ſhould occur, each Officer is to ſtate in detail, and in writing, his reaſons for the opinion he may have adopted on the ſubject.

3.

You are diligently to attend to the execution of all Works which the Maſter Shipwright ſhall at any time commit to your particular care, and not fail to conſult with him frequently, and more particularly when you ſhall judge it neceſſary, reſpecting the moſt ſpeedy and effectual means of carrying into effect all ſuch Orders as you may receive. And, as you will be anſwerable for the due performance of all Works entruſted to your direction, you are to keep a Book, in which the nature and extent of all ſuch Works ſhall be ſpecified, together with the names of the Foremen, Quartermen, and their ſeveral gangs or companies employed on them reſpectively. You are alſo to take care that all the inferior Officers and Workmen employed under you, and for whoſe conduct you are to be accountable, be advantageouſly diſpoſed of, either on ſhore or afloat, ſo that each particular Work may be completed as expeditiouſly and with as little expence as poſſible, conſiſtently with the circumſtances of the caſe; always reporting, without loſs of time, to the Maſter Shipwright, all failures of duty which you may diſcover in any perſon under your direction.

4.

You are to take particular care that the people go to the different Works allotted to them, immediately after they ſhall have been muſtered; and if any perſon ſhould fail to do ſo, or abſent himſelf during the working hours, you are to report the circumſtance to the Maſter Shipwright and to the Clerk of the Check, in order that ſuch perſon may be mulcted or diſcharged, as the caſe may require.

5.

You are, unleſs directed to attend ſome other ſervice, to be preſent and aſſiſt at the launching, docking, undocking, grounding, and graving of all Ships; and on ſuch occaſions, you are to take care that your ſeveral Foremen and Quartermen, and ſuch others of the perſons employed under you as the Maſter Shipwright may direct, do alſo attend and give their aſſiſtance.

6.

On the arrival of any of His Majeſty's Ships in Port to refit, you are, when directed, to proceed on board, and in conjunction with the Foreman afloat, to inſpect all the defects repreſented by the Carpenter, and ſuch others as you may diſcover, and you are to report your opinion thereof, in writing, to the Maſter Shipwright, who is to communicate the ſame to the Commiſſioner, in order that the neceſſary directions may be immediately given for repairing the defects; or, that the Maſter Shipwright, if it ſhould be judged neceſſary, may join in making a more particular Survey. You are, at the ſame time, to make an Eſtimate of the Stores neceſſary for making good ſuch ſmall defects as are expected to be repaired by the Carpenter of the Ship and his Crew, in order that it may be compared with his demand of Stores for thoſe purpoſes, and that no abuſe may occur by more being

ſupplied

Inſtructions for the Aſſiſtants to the Maſter Shipwrights at His Majeſty's Dock Yards.

ſupplied on thoſe occaſions, than the defects may actually require. You are alſo to ſee that all ſuch defects be made good by the Artificers belonging to the Ship, and to certify that the articles ſupplied for the occaſion, were expended for that purpoſe.

7.

You are to aſſiſt, to the utmoſt of your power, in keeping the expences of repairing and refitting Ships, as moderate, and as much within the Parliamentary Eſtimates, as poſſible; and in order to prevent unneceſſary alterations at the deſire of Commanders of Ships, you are, when directed, to accompany the Captain or Commander of each Ship, on his firſt viſitation of her, for the purpoſe of conſulting and determining with him on all ſuch alterations or additions as he ſhall require, and may be within the uſual eſtabliſhment of the Navy; which, however, is not to be exceeded on any account, without a ſpecial Warrant from us for that purpoſe. You are to deliver to the Maſter Shipwright, a Report of all ſuch particulars as ſhall have been required to be done, ſigned by the Captain or Commander, and to ſtate your opinion of the propriety of each article propoſed, in order that the whole may be tranſmitted to us for our determination, as no ſubſequent alterations ſhall be made, excepting in caſes of the moſt preſſing neceſſity; and if you ſhould diſcover that any unauthorized alteration has been made in any Ship or Veſſel previouſly to her ſailing, or in any Ship or Veſſel which may come to your Port to refit or be paid off, you are immediately to report the particulars to the Maſter Shipwright.

8.

If in the courſe of repairing or fitting any Ship or Veſſel under your direction, any new defects ſhould be diſcovered, you are immediately to report them to the Maſter Shipwright, and to receive his orders on the ſubject.

9.

When any works, performing under your direction, ſhall be ſo far advanced, that the number of Men employed thereon may be diminiſhed, without preventing its completion in due time, you are to report the ſame to the Maſter Shipwright, in order that the ſuperfluous workmen may be otherwiſe diſpoſed of.

10.

You are to take care, that proper Stores and Materials of all kinds be duly provided for the ſeveral works carrying on under your direction, ſo that the Service may not be delayed by the want of any neceſſary article; and, during the execution of each work, you are to pay every attention in your power to the proper uſe and economy of all Stores and Materials which may be iſſued, and frequently to enjoin the moſt ſtrict attention on the part of the Foreman and Quartermen to their ſeveral Inſtructions on this ſubject.

11.

One of the Aſſiſtants to the Maſter Shipwright is to be charged with the entire management and converſion of every ſpecies of Timber or Wood in the Dock Yard, whether new or old, and to be called Timber Maſter while ſo employed; and therefore you are to take care that no Maſter Workman, Foreman, or others employed under you, do abſent themſelves from their work in ſearch of Materials, excepting when it may be neceſſary for them ſo to do for expediting the ſupply of ſuch Materials as may be wanted, or when called upon by the Timber Maſter to attend him, for giving any information or explanation which he may require; but, they are to give an Account to the Timber Maſter of the exact dimenſions of every piece of Timber that they may require, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes intended; and you, and every other perſon charged with any particular work, on which Timber has been employed, are, as well as the Timber Maſter, daily to ſign a receipt, prepared by the Storekeeper, for every article of Timber iſſued to you reſpectively in the courſe of that day, for the Work ſpecified therein.

12.

If the Timber Maſter ſhall have provided a piece of Timber for any work under your immediate direction, and you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and to notify your objections to the Timber Maſter in writing; and if, notwithſtanding the objections ſtated, the Timber Maſter ſhould refuſe to ſupply another piece in its ſtead, you are

to

Inſtructions for the Aſſiſtants to the Maſter Shipwrights at His Majeſty's Dock Yards.

to refer to the Maſter Shipwright for his deciſion. To prevent however, any material delay, in caſe of the abſence of the Maſter Shipwright, if you ſee ſufficient reaſon to perſiſt in demanding that another piece of Timber be provided, the Timber Maſter, on a repetition of the demand, is immediately to comply with it, and in ſuch caſe, you are to be conſidered particularly reſponſible for its propriety.

13.

You are carefully to ſuperintend the caulking of all Ships under your immediate inſpection, obſerving that the Foreman, Quarterman, and Caulkers, do well and correctly perform their work, and that every article uſed in that Department be of a proper quality, and be not waſteſully expended.

14.

You are, when directed, to join the Clerk of the Survey in ſurveying the Lights of every Ship after ſhe may have been fitted, and examining if all the glaſs iſſued for her has been uſed, and properly applied; and alſo in taking an Account of all Fixtures in the department of the Carpenter, in order that he may be duly charged therewith.

15.

You are to keep a correct Account of the daily progreſs of each work carrying on under your direction, and of any impediments that may ariſe to obſtruct its execution; and when completed, you are, with the Officers who under your direction may have ſuperintended the ſame, carefully to inſpect each work, to ſee that it has been performed in a good and workmanlike manner; and that all the articles of copper, iron, and other metals iſſued for ſuch work, have been duly applied to the purpoſes for which they may have been demanded. A Certificate to this effect, ſpecifying the number of perſons of each claſs, for one day, who may have been employed upon the work, and ſigned by you, and by the Foreman and Quartermen who may have ſuperintended the ſame, is to be lodged in the Office of the Maſter Shipwright; and the Book in which you are to keep the daily Account of Works, &c. when filled up, is alſo to be lodged there.

16.

When any Ships or Veſſels built or repaired by contract for His Majeſty's Service, ſhall arrive at the Yard at which you are placed, you are, in conjunction with the Maſter Shipwright, to ſurvey all ſuch Ships or Veſſels, and to certify whether the workmanſhip and materials appear to be in all reſpects agreeable to contract, or whether there be any defects, and to what extent.

17.

You are frequently to viſit and inſpect every part of the Ships in ordinary, making ſuitable Reports to the Maſter Shipwright. You are alſo to ſee that the Officers pay due care and attention to their reſpective Ships, repreſenting to the Maſter Shipwright all neglects and omiſſions which ſhall appear on their part, in order that he may report the ſame to the Commiſſioner; and you are to join the Maſter Shipwright in granting to each Carpenter belonging to the Ordinary a Certificate for receiving his Pay, when it ſhall appear that he has ſtrictly performed his duty, but not otherwiſe.

18.

You are, when directed by the Maſter Shipwright, to join him, and the Maſter Maſtmaker, in ſurveying the hull, maſts, and yards of all Ships laid up in ordinary, and in certifying the particular defects of all ſuch Ships, together with an Eſtimate of the time and expence that ſhall appear to be neceſſary to render them reſpectively ſerviceable for two, three, four, five, or ſeven years, more or leſs.

19.

You are to check all demands of the Cabin-keepers under your direction, and particularly to attend at the Maſter Shipwright's Office on the firſt day of every month for that purpoſe, in order that no unneceſſary articles may be warranted to be iſſued; and you are to aſſiſt the Clerk of the Survey in his Monthly Surveys of the ſeveral Store-cabins, and in examining the Cabin-keepers books, ſo that all articles delivered into their charge may be duly accounted for.

20.

You are ſtrictly to obſerve the abilities and conduct of the Men under your ſuperintendence and inſpection, to enable you to join the Maſter Shipwright in recommending to us, through the Reſident Commiſſioner, ſuch Artificers as from their

Inſtructions for the Aſſiſtants to the Maſter Shipwrights at His Majeſty's Dock Yards.

merits ſhall be conſidered moſt fit to be appointed Quartermen, or to other inferior ſituations, as vacancies ſhall occur; and if you ſhould have an objection to ſigning the recommendation of any perſon propoſed by the Maſter Shipwright, you are to ſtate the ſame in writing.

21.

You are to take care, upon a general repair of any Ship, that plans be taken of the ſeveral decks, in order that they may be refitted and completed in their former manner, unleſs you receive inſtructions from the Maſter Shipwright to the contrary. You are alſo to cauſe complete plans to be taken of all Ships purchaſed, deſcribing the manner in which they ſhall have been fitted for His Majeſty's Service, and any other plans which the Maſter Shipwright may direct, and you are to obſerve, that all ſuch plans are to be lodged in the Office of the Maſter Shipwright.

22.

You are to join the Maſter Shipwright in ſigning the Account of the Weekly Progreſs of the Yard, and alſo all other periodical Returns and Reports which relate to his department; but if you ſhould have objections to ſigning any ſuch periodical Return or Report, you are on the back thereof to ſtate circumſtantially, in writing, the nature of your objections.

23.

You are not to have any extra allowance for ſubſiſtence or travelling while employed within the limits of the Port, but, when on duty beyond thoſe limits, you will be allowed after the rate of ten Shillings per diem if employed afloat, and after the rate of fifteen Shillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

24.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the ſervice of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward from any Contractor, Tradeſman, Workman, or other perſon, having any connection, either as a Principal or Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect, you, as well as every other Officer and Clerk in the Yard, are to take an Oath according to the preſcribed Form, and to give bond in three times the amount of your ſalary; and in caſe of default therein you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any Civil capacity whatever.

25.

In the abſence of the Maſter Shipwright, the ſenior Aſſiſtant is always to act in his ſtead, unleſs ſuch ſenior Aſſiſtant ſhould be doing the duty of Timber Maſter, in which caſe the Aſſiſtant next in ſeniority is to act for the Maſter Shipwright during his abſence; and you are to obſerve, that while executing any part of the Maſter Shipwright's duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, and have communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf; and on the return of the Maſter Shipwright, you are to give him an account of your proceedings during his abſence.

26.

Laſtly, you are to conſider the Inſtructions contained in the foregoing Articles, as a general outline only of your duty; and it is further required of you, that you do at all times aſſiſt the Maſter Shipwright in the performance of the various duties of his office to the utmoſt of your power, applying yourſelf diligently to the execution of whatever ſervice he may judge fit to put under your direction, ſuggeſting to him ſuch improvements, and other matters as may occur to you, for the benefit of His Majeſty's Service, and uſing every means in your power to prevent abuſe and embezzlement of every kind.

Given under Our hands at the Navy Office this

To
Aſſiſtant to the Maſter Shipwright
at His Majeſty's Dock Yard, at

INSTRUCTIONS FOR THE FOREMEN OF THE YARD AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the foremen of the Yard at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend the repairing, coppering, and refitting of all His Majeſty's Ships and Veſſels in the Docks, on the Graving Slips, or at the Jetties, and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night when you ſhall be required to attend, or when any of the Gangs or Companies under you ſhall be at work; obſerving, that you are not on any account, or under any pretence whatever, to be abſent for a day without leave from the Reſident Commiſſioner, nor for any leſs period without the knowledge and conſent of the Maſter Shipwright.

2.

You are every evening to attend the Aſſiſtant to the Maſter Shipwright, under whom you act, for the purpoſe of receiving his Inſtructions relative to the work to be done on the following day; and you are to take particular care that all Works under your ſuperintendance be performed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all Perſons employed under you; and therefore, if any of them ſhould miſbehave, or improperly perform their duty, you are without delay to report the circumſtance to the Aſſiſtant, in order that he may make it known to the Maſter Shipwright.

3.

You are to keep a Liſt of the Quartermen, Artificers, and other Perſons, who may from time to time be placed under your ſuperintendence, and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent. You are alſo occaſionally to muſter them yourſelf while at work, eſpecially when you ſhall ſuſpect any of them to be abſent; and you are to report to the Maſter Shipwright, and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen intended to be employed under you ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted to them reſpectively, taking care that all the Quartermen pay conſtant and unremitting attention to their duty; and you are to allot to each Quarterman the particular Work upon which his Company is to be employed; and to keep an account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to attend the launching, docking, grounding, ſhoring, breaming, and undocking of all Ships; always taking care to aſcertain from the Foreman afloat, the docking draught of water of each Ship, previouſly to her being taken into Dock; and you are to ſuperintend the preparing of Blocks, and every other article which may be neceſſary for the purpoſe. You are alſo to keep an account of the time of docking and undocking of all Ships, particularly noting the ſtate of their bottoms, if coppered, and alſo the ſtate of their faſtenings, the depth of their falſe keels, and how much the ſoles of their rudders are above the bottoms of the falſe keels, all which particulars are to be reported by you to the Maſter Shipwright, for being regiſtered in his Office.

6.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under your ſuperintendence, ſo that the Service may not be delayed by the want of any neceſſary article; and during the execution of each work, you are to pay the moſt particular attention to the quality, as well as to the proper uſe and economy of all Stores and Materials, in order that no unfit articles

Inſtructions for the Foremen of the Yard at His Majeſty's Dock Yards.

articles may be made uſe of, and that none may be waſted or embezzled. You are alſo to direct the Quartermen reſpecting the manner in which particular defects in Ships may be intended to be repaired.

7.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you to leave his work in ſearch of any Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do, for expediting the ſupply of the materials which may be wanted; but you are to give to the Timber Maſter an Account, agreeably to the annexed Form, of the exact dimenſions of every piece of Timber that you may require for any Service carrying on under your inſpection, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes intended; and you are daily to ſign a receipt, prepared by the Storekeeper, for every article of Timber iſſued in the courſe of that day, for the ſeveral Works entruſted to your ſuperintendence.

Appendix, N° 1.

8.

If, after the Timber Maſter ſhall have provided a piece of Timber for any work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and to make the circumſtance known to the Aſſiſtant under whoſe direction you may be at the time, who, if he agree in opinion with you, is to notify the objections to the Timber Maſter in writing; and if notwithſtanding the objection ſtated, the Timber Maſter ſhould refuſe to ſupply another piece in its ſtead, reference is to be made to the Maſter Shipwright for his deciſion. To prevent however any material delay in caſe of the abſence of the Maſter Shipwright, if the Aſſiſtant ſhould ſee ſufficient reaſon to perſiſt in demanding that another piece of Timber be provided, the Timber Maſter, on a repetition of the demand, is immediately to comply with it; and in ſuch caſe, the Aſſiſtant is to be conſidered particularly reſponſible for its propriety.

9.

You are frequently to viſit the Store Cabins in your Department, to ſee that they be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at ſuch other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keepers.

10.

The Stores required for carrying on the Works under your ſuperintendence are generally to be drawn from the Store Cabins by the Quartermen; but in caſe you ſhould have occaſion to draw Stores yourſelf, you are to do ſo by a Note, agreeably to the annexed form; and you are every evening to ſign the reſpective Cabin-keeper's books for all the articles ſo drawn by you in the courſe of the day. You are alſo daily to ſend a Memorandum, under your hands, to the Maſter Shipwright, of all the Stores demanded by you perſonally in the courſe of that day, ſpecifying the Cabins from which you may have received them. If for any work carrying on, you ſhould require any article of Stores not in the poſſeſſion of the Cabin-keepers, you are immediately to apply for it to the Maſter Shipwright, in order that he, and the Clerk of the Survey, may warrant the Storekeeper to iſſue it.

Appendix, N° 2.

Appendix, N° 3.

11.

You are to take care that proper moulds and fids be prepared, and ſent by the Quartermen to the Smithery, for all ſuch iron work as may be required for the Works carrying on under your inſpection; and you are to ſee that the ſame be ſupplied in good time, and alſo to take care, previouſly to any article being taken from the Smithery, that it be made exactly conformable to the mould or pattern, ſo as to prevent the delay and expence which muſt attend the returning of it, in caſe it ſhould not anſwer the purpoſe for which it was intended.

12.

If in the courſe of repairing, fitting, or refitting any Ship or Veſſel under your inſpection, any new defects ſhould be diſcovered, you are immediately to report them to the Maſter Shipwright, or one of his Aſſiſtants, in order that you may receive further orders for your proceedings.

You

13.

Instructions for the Foremen of the Yard at His Majesty's Dock Yards.

You are to superintend the making and repairing of Capstans, and also the stocking and unstocking of Anchors.

14.

When any work under your charge shall have been completed, you are, with the subordinate Officers who may have had the immediate superintendence of such work, carefully to inspect it, for the purpose of ascertaining whether all the Stores, and particularly the articles of Copper, Iron, or other metals, which may have been issued for such work, have been expended, and duly applied to the purposes for which they were intended; and if any surplus articles remain, you are to see that they be forthwith returned into Store, and to deliver an Account of them according to the annexed Form, into the Office of the Master Shipwright, in order that the Store-keeper may be re-charged with them, and that the expence on each Ship may be correctly ascertained. You are also to report without delay, to the Master Shipwright, all such abuses as you may discover in the Expenditure of the Stores issued. Appendix, N° 4.

15.

When any Copper shall have been stript off a Ship repairing or refitting under your inspection, you are to take care that it be immediately collected together, cleaned, and delivered into the Storekeeper's charge, by a Note from the Master Shipwright and Clerk of the Survey, with as little delay as possible; you are also to take care that the Warders attending the several Ships repairing do carefully pick up all nails, whether of Copper or Iron, and other articles of metal, which may be dropped in the course of any work, and that all articles so collected be regularly returned into Store.

16.

You are to furnish the Master Shipwright regularly on Saturday morning in each week, or such other day as may be directed, with a Weekly Progress, agreeably to the Form annexed, of all Works carrying on under your inspection; and you are to cause the several Quartermen for this purpose to furnish you with a Statement in writing under their hands, of all the Works performed by their Companies respectively. Appendix, N° 5.

17.

You are, when so directed, to assist in the measurement and survey of all Ships and Vessels built or repaired by contract for His Majesty's Service, comparing their dimensions with the Contract and draught, and carefully examining the workmanship, so as to enable you faithfully to report thereon. You are also to assist in the survey of all Ships and Vessels purchased or hired for His Majesty's Service.

18.

You are not, under any pretence whatever, to make any alteration in a Ship at the desire of a Captain, or any other person, without having previously obtained the special direction of the Master Shipwright, or one of his Assistants, for that purpose; and if you should discover that any unauthorized alteration has been made in any Ship or Vessel, which may come to your Port to refit or to be paid off, you are immediately to report the particulars to the Master Shipwright.

19.

You are frequently to visit the Treenail-house, and to take care that a sufficient quantity of Treenails be properly prepared for the services which may be going on.

20.

You are to cause the Workmen under your immediate inspection to take proper care of all Tools supplied from the Store Cabins, and not to suffer them to lie about and be injured, but to return them to the Cabin-keepers when the particular work for which they were wanted shall have been completed.

21.

You are not to allow any Shipwright to be employed in making stages in the Yard, but to cause the Scavelmen to erect the same from time to time, and in such manner, as you may judge most advisable, always taking care to give proper notice to the Foreman of Scavelmen for that purpose; and you are to report to the Master Shipwright if the Foreman of Scavelmen should neglect to have the ends of all ropes used for stages and other temporary erections properly whipped, so that they may not be unnecessarily wasted.

Inſtructions for the Foremen of the Yard at His Majeſty's Dock Yards.

22.

You are to attend the annual ſhoaling of the Workmen into Gangs or Companies; and additional Shipwrights who may be entered, or young Men whoſe apprentice-ſhips may expire in the courſe of the year, are always to be placed by you with the weakeſt Companies.

23.

You are from time to time to point out to the Maſter Shipwright ſuch of the Workmen as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

24.

You are to attend at the Pay Office when the Shipwrights are to be paid, ſo as to be ready, if neceſſary, to give every information in your power relative to the time and earnings of the Men.

25.

You are frequently to viſit the Tap-houſe, and other parts of the Yard, to prevent any of the Workmen from loitering or idling away their time.

26.

You are to take particular care that all fires and lights uſed at the Dock-ſides, or in the Ships repairing under your ſuperintendance, be properly extinguiſhed before the people go to the evening-muſter. You are alſo to take care that the airing ſtoves which may be uſed in Ships repairing be conſtantly attended to while they are lighted, and that nothing but coals or cinders be burnt in them; and you are on all occaſions, to uſe every poſſible precaution to prevent any accident by fire.

27.

On the ringing of the bell for the Men to go out of the Yard, you are conſtantly to attend at the gate, in order to prevent any article, however trifling, the property of Government, from being carried away; and if you ſhould ſuſpect any perſon to have any article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

28.

You are to keep an account of the time of high-water, and of the depth of water at the ſeveral Docks; and you are to attend to the opening and ſhutting of the Dock-gates on all occaſions.

29.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight Shillings per diem if employed afloat, and after the rate of twelve Shillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

30.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other Perſon, having any connexion, either as a Principal or an Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any other perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk in the Yard, are to take an Oath, according to the preſcribed Form, and to give bond in three times the amount of your ſalary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any Civil capacity whatever.

31.

Laſtly. You are to conſider the Inſtructions contained in the foregoing Articles as a general outline only of your duty; and it is further required of you, that you do

do at all times comply with ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be intruſted to your immediate inſpection; always affording to your ſuperior Officers every aſſiſtance in your power in the performance of their reſpective duties; ſuggeſting to them ſuch improvements and other matters as may occur to you, for the benefit of His Majeſty's Service, and uſing every means in your power to prevent abuſe and embezzlement of every kind.

Inſtructions for the Foremen Afloat in His Majeſty's Dock Yards.

INSTRUCTIONS FOR THE FOREMEN AFLOAT IN HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend the fitting and refitting of all His Majeſty's Ships and Veſſels afloat, at or near the Port at which you are ſtationed; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Gangs or Companies under you ſhall be at work, obſerving, that you are not, on any account, or under any pretence whatever, to be abſent for a day without leave from the Reſident Commiſſioner, nor for any leſs period without the knowledge and conſent of the Maſter Shipwright.

Inſtructions for the Foremen Afloat in His Majeſty's Dock Yards.

2.

You are every evening to attend the Aſſiſtant to the Maſter Shipwright, under whom you act, for the purpoſe of receiving his inſtructions relative to the work to be done on the following day; and you are to take particular care that all Works under your ſuperintendance be performed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may poſſibly admit, obſerving, that you will be anſwerable for the conduct of all perſons employed under you: and therefore, if any of them ſhould miſbehave, or improperly perform their duty, you are without delay to report the circumſtance to the Aſſiſtant, in order that he may make it known to the Maſter Shipwright.

3.

You are to keep a Liſt of the Quartermen, Artificers, and other perſons who may from time to time be placed under your ſuperintendance; and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered except ſuch as ſhall be actually preſent; you are alſo occaſionally to muſter them yourſelf while at work, eſpecially when you ſhall ſuſpect any of them to be abſent, and you are to report to the Maſter Shipwright and Clerk of the Check all ſuch as ſhall be, actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen intended to be employed under you afloat ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed without delay to the Ship or Ships which may be fitting under your inſpection reſpectively; and when they are to be employed on board a Ship in Commiſſion, in which it may be neceſſary they ſhould be victualled, you are to preſent, or cauſe to be preſented, to the Captain or Commander, a Liſt ſigned by yourſelf, agreeably to the annexed Form, of the names and qualities of all perſons to be ſo employed; and you are not to fail to ſignify to him any increaſe or diminution of the number of the Workmen, in order that the Victualling may be regulated accordingly. You are frequently in each day to viſit all Works carrying on under your immediate inſpection, taking care that all the Quartermen pay conſtant and unremitting attention to their duty; and you are to allot to each Quarterman the particular work upon which his Company is to be employed, and to keep an account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

Appendix, N° 6.

5.

On the arrival of any of His Majeſty's Ships in Port to refit, you are immediately to proceed on board, and in conjunction with one of the Aſſiſtants to the Maſter Shipwright,

Inſtructions for the Foremen Afloat in His Majeſty's Dock Yards.

Shipwright, or alone, as the Maſter Shipwright may direct, to inſpect all the defects repreſented by the Carpenter, and ſuch others as you may diſcover; and you are jointly with the Aſſiſtant, or individually, as the caſe may be, to report in writing to the Maſter Shipwright your opinion thereof, with an Eſtimate of the Stores and labour neceſſary for repairing ſuch defects, in order that directions may be immediately given for that purpoſe, or that the Maſter Shipwright, if it ſhould be judged neceſſary, may join in making a more particular ſurvey.

You are alſo to make an Eſtimate of the Stores neceſſary for making good ſuch ſmall defects as are expected to be repaired by the Carpenter and his crew, in order that it may be compared with his demand of Stores for thoſe purpoſes, ſo that no abuſe may occur, by more being ſupplied on ſuch occaſions than the defects may actually require.

6.

You are to take care that proper Stores and materials of all kinds be duly provided for Workmen who go afloat, according to the work to be done, ſo that the Service may not be delayed by the want of any neceſſary article; and for this purpoſe, when it is intended that the Workmen ſhall go afloat immediately after being muſtered in the morning, you are to cauſe all the Stores and materials which it may be proper for them to take with them to be got in readineſs on the preceding evening; but you are to take particular care that no unneceſſary article of Stores, nor any materials of an improper quality, be ſent from the Yard on any ſuch occaſion; and therefore you are to attend at the place where Stores are taken off when the Workmen are going afloat. You are alſo, during the execution of each work, to pay the moſt particular attention to the quality, as well as to the proper uſe and economy of all Stores and materials, in order that no unfit articles may be made uſe of, and that none may be waſted or embezzled; and you are to direct the Quartermen reſpecting the manner in which particular defects in Ships may be intended to be repaired.

7.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſons employed under you to leave their work in ſearch of materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do, for expediting the ſupply of the materials which may be wanted; but you are to give to the Timber Maſter an Account, agreeably to the annexed Form, of the exact dimenſions of every piece of Timber that you may require for any Service carrying on under your inſpection, as ſoon as the demand for it can be foreſeen; furniſhing himſelf with ſuch moulds and bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes intended; and you are daily to ſign a Receipt, prepared by the Storekeeper, for every article of Timber iſſued in the courſe of that day for the ſeveral Works intruſted to your ſuperintendence.

Appendix, N° 1.

8.

If after the Timber Maſter ſhall have provided a piece of Timber for any Work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and make the circumſtance known to the Aſſiſtant under whoſe direction you may be at the time, who, if he agree in opinion with you, is to notify the objections to the Timber Maſter in writing; and if, notwithſtanding the objection ſtated, the Timber Maſter ſhould refuſe to ſupply another piece in its ſtead, reference is to be made to the Maſter Shipwright for his deciſion.

To prevent, however, any material delay in caſe of the abſence of the Maſter Shipwright, if the Aſſiſtant ſhould ſee ſufficient reaſon to perſiſt in demanding that another piece of Timber be provided, the Timber Maſter, on a repetition of the demand, is immediately to comply with it; and in ſuch caſe the Aſſiſtant is to be conſidered particularly reſponſible for its propriety.

9.

You are to take care that proper Moulds and Fids be prepared and ſent, as occaſion may require, to the Smithery, for all ſuch Iron Work as may be wanted for the Works carrying on under your inſpection; and you are to ſee that the ſame be ſupplied in good time; and alſo to take care previouſly to any article being taken from the Smithery, that it be made exactly conformable to the Mould or Pattern, ſo as to prevent the delay and expence which muſt attend the returning

returning of it, in caſe it ſhould not anſwer the purpoſe for which it may have been intended.

Inſtructions for the Foremen Afloat in His Majeſty's Dock Yards.

10.

If in the courſe of fitting or refitting any Ship or Veſſel under your inſpection, any new defects ſhould be diſcovered, you are immediately to report them to the Maſter Shipwright, or one of his Aſſiſtants, in order that you may receive further orders for your proceeding.

11.

You are not to allow any of the Workmen afloat to uſe their own or any other private boat in going to or returning from work. You are to take care that all Workmen ſo employed do return to the Yard every evening to be muſtered, excepting ſuch as may be ordered to ſleep afloat; as, if they ſhould fail to do ſo, they will be checked.

12.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or ſuch other day as may be directed, with a Weekly Progreſs, agreeably to the annexed Form, of all works carrying on afloat under your inſpection; and you are to cauſe the ſeveral Quartermen for this purpoſe to furniſh you with a Statement in writing under their hands, of all the Works performed by their Companies reſpectively. Appendix, N° 5.

13.

You are to attend the launching, docking, undocking, and graving of Ships; and to ſee all Ships trimmed for docking, agreeably to ſuch directions as you may receive for that purpoſe from the Maſter Shipwright or his Aſſiſtants, to whom, as well as to the Foreman of the Yard, you are to report the docking draft of water of each Ship when ſo trimmed, taking care that the Tiller be unſhipped.

14.

When a Ship is preparing for ſurvey, for the purpoſe of eſtimating the repairs which ſhe may be in want of, you are to direct the ſpotting, boring, and ſearching for all defects, and to take a particular Account thereof for the information of the Maſter Shipwright.

15.

You are not, under any pretence whatever, to make any alterations or additions at the deſire of a Captain, or any other perſon, without having previouſly obtained the ſpecial direction of the Maſter Shipwright, or one of his Aſſiſtants, for that purpoſe; and if you ſhould diſcover that any unauthorized alteration has been made in any Ship or Veſſel which may come to your Port to refit, or to be paid off, you are immediately to report the particulars to the Maſter Shipwright.

16.

You are to attend to all demands made for Stores for His Majeſty's Ships building, or repairing by Contract, in the neighbourhood of your Port, and to take care that all the Articles demanded be provided of a proper quality, and conveyed to the Overſeers appointed to attend ſuch Ships reſpectively, cauſing their receipts to be taken for the ſame.

17.

You are frequently to viſit the Store-cabin in your Department, to ſee that it be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at ſuch other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper.

18.

The Stores required for carrying on the Works under your ſuperintendance are generally to be drawn from the Store-cabin by the Quartermen; but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note, agreeably to the annexed Form; and you are every evening to ſign the Cabin-keeper's book, for all the articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand, to the Maſter Shipwright, of all the Stores demanded by you perſonally in the courſe of that day, ſpecifying the Cabin from which you may have received them. If for any Work carrying on, you ſhould require any article of Store not in poſſeſſion of the Cabin-keeper, you are immediately to apply for it to the Maſter Shipwright, in order that he and the Clerk of the Survey may warrant the Storekeper to iſſue it. Appendix, N° 2. Appendix, N° 3.

Inſtructions for the Foremen Afloat in His Majeſty's Dock Yards.

19.

When any Work afloat ſhall have been finiſhed, you are, with the ſubordinate Officers, who may have had the ſuperintendance of ſuch work, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, particularly the Articles of Copper, Iron, or other Metals, which may have been iſſued for ſuch Work, have been expended, and duly applied to the purpoſes for which they were intended; and if any ſurplus Articles remain, you are to ſee that they be forthwith returned into Store, and to deliver an Account of them according to the annexed Form, into the Office of the Maſter Shipwright, in order that the Storekeeper may be re-charged with them, and that the Expence on each Ship may be correctly aſcertained. You are alſo to report without delay to the Maſter Shipwright, all ſuch abuſes as you may diſcover in the Expenditure of Stores iſſued.

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20.

You are, when ſo directed, to aſſiſt in the Meaſurement and Survey of all Ships and Veſſels built or repaired by Contract for His Majeſty's Service; comparing their dimenſions with the Contract and draught, and carefully examining the workmanſhip, ſo as to enable you faithfully to report thereon. You are alſo to aſſiſt in the Survey of all Ships and Veſſels purchaſed or hired for His Majeſty's Service.

21.

You are, when ſo required, with the Clerk of the Check, the Storekeeper and Clerk of the Survey, or their reſpective Clerks, to attend the Survey of all Tin-work which may be performed afloat by Contract, in order that you may point out the ſeveral Works ſo executed, and aſſiſt in aſcertaining the quality and quantity thereof.

22.

You are to make out an Account of the dimenſions of all Tarpaulings which may be wanted for ſhips fitting, and to cauſe the Maſter Joiner to give a Statement of the quantity of Kerſey that may be neceſſary for the floor cloths, which Accounts are to be by you delivered to the Clerk of the Survey for his information; and you are alſo, in due time, to requeſt the Maſter Attendant to ſend the Foreman of the Sail-makers to take the dimenſions of the hammock coverings, the Account of which is likewiſe to be delivered to the Clerk of the Survey.

23.

You are, when ſo directed, to join the Clerk of the Survey or his Clerk, in ſurveying the lights of every Ship after ſhe ſhall have been fitted, to examine if all the glaſs demanded out of ſtore for the Ship has been uſed, and properly applied; and alſo in taking an Account of all Fixtures in the department of the Carpenter, in order that he may be duly charged therewith.

24.

When any Copper ſhall have been ſtript off, or other articles of metal removed from a Ship refitting under your inſpection, you are to take care that the ſame be immediately delivered into the Storekeeper's charge, by a Note from the Maſter Shipwright and the Clerk of the Survey.

25.

You are to cauſe the Workmen under your inſpection to take proper care of all Tools ſupplied from the Store-cabins, and not to ſuffer them to lie about and be injured, but to return them to the Cabin-keepers, when the particular work for which they were wanted ſhall have been completed.

26.

When a Ship is to be paid off, you are to deliver to the Captain or Commander two copies of the printed Form for inſerting the qualifications of the Ship; one of thoſe copies, when filled up, is to be lodged in the office of the Maſter Shipwright, and the other is to be left with the Captain or Commander.

27.

When a Ship ſhall be laid up in ordinary, you are to take her draught of water, and to report the ſame in writing to the Maſter Attendant and Maſter Shipwright. You are frequently to viſit the Hulks and Ships in ordinary, and carefully to examine their ſtate, obſerving that there be no drips or leaks, and that proper fenders be placed between Ships when two are lying at the ſame moorings; and if you ſhould diſcover any defects, you are immediately to report them to the Maſter Shipwright.

You

28.

Instructions for the Foremen Afloat in His Majesty's Dock Yards.

You are to attend the annual ſhoaling of the Workmen into Gangs or Companies; and you are from time to time to point out to the Maſter Shipwright ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

29.

You are to attend at the Pay Office when the Shipwrights are to be paid, ſo as to be ready, if neceſſary, to give every information in your power relative to the time and earnings of the Men.

30.

On the ringing of the bell for the Men to go out of the Yard, you are conſtantly to attend at the Stairs from which any of the Workmen may leave the Yard by water, or at the gate if no Workmen leave the Yard by water, in order to prevent any article, however trifling, the property of Government, from being carried away; and if you ſhould ſuſpect any Perſon to have any article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

31.

You are not to have any allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight Shillings per diem if employed afloat, and after the rate of twelve Shillings per diem if travelling on ſhore, in addition to your actual Carriage-hire.

32.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other Perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other Perſon, having any connexion, either as a Principal or an Agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or this Office; nor are you, or any other perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect, you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give bond in three times the amount of your ſalary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any Civil capacity whatever.

33.

Laſtly, you are to conſider the Inſtructions contained in the foregoing Articles as a general outline only of your duty; and it is further required of you, that you do, at all times, comply with ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be truſted to your immediate inſpection; always affording to your ſuperior Officers every aſſiſtance in your power in the performance of their reſpective duties, and ſuggeſting to them ſuch improvements, and other matters as may occur to you, for the benefit of His Majeſty's Service, as well as uſing every means in your power to prevent abuſe and embezzlement of every kind.

INSTRUCTIONS FOR THE FOREMEN OF NEW WORK AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Foremen of New Work at His Majeſty's Dock Yards.

YOU are, under the immediate directions of the Maſter Shipwright, to ſuperintend the building of all Ships in the Dock Yard; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard,

Inſtructions for the Foremen of New Work at His Majeſty's Dock Yards.

Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Gangs or Companies under you ſhall be at work; obſerving, that you are not on any account, or under any pretence whatever, to be abſent for a day without leave from the Reſident Commiſſioner, nor for any leſs period without the knowledge and conſent of the Maſter Shipwright.

2.

You are every evening to attend at the Office of the Maſter Shipwright, for the purpoſe of receiving his Inſtructions relative to the work to be done on the following day; and you are to take particular care that all Works under your ſuperintendance be performed in a good, ſubſtantial, and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all Perſons employed under you; and therefore, if any of them ſhould miſbehave or improperly perform their duty, you are without delay to report the circumſtance to the Maſter Shipwright.

3.

You are to keep a Liſt of the Quartermen, Artificers, and other Perſons who may from time to time be placed under your ſuperintendance, and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent. You are alſo occaſionally to muſter them yourſelf while at work, eſpecially when you ſhall ſuſpect any of them to be abſent, and you are to report to the Maſter Shipwright, and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen intended to be employed under you ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed without delay to the Works which may be aſſigned to them reſpectively, taking care that all the Quartermen pay conſtant and unremitting attention to their duty, and you are to allot to each Quarterman the particular work upon which his Company is to be employed, and to keep an account of ſuch allotment, in order that you may make each anſwerable for the due execution of the work entruſted to him.

5.

You are to lay off, in the Mould-loft, ſections and plans of all Ships ordered to be built, agreeably to the draught and dimenſions which ſhall be given to you, taking care that proper moulds and bevellings be prepared and marked for the frames, beams, and other Timbers, which may be required; and you are to give the moſt unremitting attention to the correct conſtruction and proper execution of all parts of the Ships building under your ſuperintendance until they be launched, inſtructing the Quartermen and others employed thereon from time to time, reſpecting the manner in which the work is to be executed, according to ſuch directions as you may receive from the Maſter Shipwright.

6.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under your ſuperintendance, ſo that the Service may not be delayed by the want of any neceſſary article, and you are frequently to inſpect the Materials while working, and to pay the moſt particular attention to the quality, as well as the proper uſe and œconomy of all Stores and Materials, in order that no unfit articles may be made uſe of, and that none be waſted or embezzled.

7.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you to leave his work in ſearch of any materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do for expediting the ſupply of the materials which may be wanted; but you are to give to the Timber Maſter an Account, agreeably to the annexed Form, of the exact dimenſions of every piece of Timber that you may require for any Service carrying on under your inſpection, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſion required, in order that he may have ſufficient time to ſelect the

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Instructions for the Foremen of New Work at His Majesty's Dock Yards.

the Timber most suitable to the purposes intended, and you are, daily, to sign a receipt, prepared by the Storekeeper, for every article of Timber issued in the course of that day for the several works entrusted to your superintendance.

8.

If, after the Timber Master shall have provided a piece of Timber for any work under your immediate inspection, you should consider it, with respect either to dimensions or any defects, as unfit for the purpose intended, you are to refuse it, and to notify your objections to the Timber Master in writing; and if, notwithstanding the objections stated, the Timber Master should refuse to supply another piece in its stead, you are to refer to the Master Shipwright for his decision. To prevent, however, any material delay, in case of the absence of the Master Shipwright, you are to refer the matter to one of his Assistants; and if he should see sufficient reason to persist in demanding that another piece of Timber be provided, the Timber Master, on a repetition of the demand, is immediately to comply with it; and in such case the Assistant is to be considered particularly responsible for its propriety.

9.

You are frequently to visit the Store Cabins in your Department, to see that they be sufficiently furnished with Stores of all kinds for the current Service; and you are to attend at the Master Shipwright's Office, on the first day of every month, at such hour as shall be fixed by him, and also at such other times as occasion may require, for the purpose of settling the respective quantities proper and necessary to be supplied to the Cabin-keepers.

10.

The Stores required for carrying on the Works under your superintendance, are generally to be drawn from the Store Cabins by the Quartermen; but in case you should have occasion to draw Stores yourself, you are to do so by a Note according to the annexed Form; and you are, every evening, to sign the Cabin-keeper's books for the articles so drawn by you in the course of the day. You are also, daily, to send a Memorandum under your hand to the Master Shipwright, of all the Stores demanded by you personally in the course of that day, specifying the Cabins from which you may have received them. If, for any work carrying on, you should require an article of Store not in the possession of the Cabin-keepers, you are immediately to apply for it to the Master Shipwright, in order that he and the Clerk of the Survey may warrant the Storekeeper to issue it.

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11.

You are to take care that the proper moulds and fids be prepared and sent by the Quartermen to the Smithery, for all such iron work as may be required for the Ships building; and you are to see that the same be supplied in good time; and also to take care, previously to any article being taken from the Smithery, that it be made exactly conformable to the mould or pattern, so as to prevent the delay and expence which must attend the returning of it, in case it should not answer the purpose for which it may have been intended.

12.

When any work under your charge shall have been completed, you are, with the subordinate Officers who may have had the immediate superintendance of such work, carefully to inspect it, for the purpose of ascertaining whether all the Stores, and particularly the articles of copper, iron, or other metals which may have been issued for such work, have been expended, and duly applied to the purpose for which they were intended; and if any surplus articles remain, you are to see that they be forthwith returned into Store, and to deliver an Account of them according to the annexed Form, into the Office of the Master Shipwright, in order that the Storekeeper may be re-charged with them, and that the expence on each Ship may be correctly ascertained. You are also to report, without delay, to the Master Shipwright, all such abuses as you may discover in the expenditure of the Stores issued.

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13.

You are to take care that the Warders attending the several Ships building, do pick up all nails, whether of copper or iron, and other articles of metal, which may be dropped in the course of any works in and about the several Ships; and that all articles so collected be regularly returned into Store.

14.

You are to attend to the launching of all Ships built in the Yard, taking care to provide all necessary Articles for that purpose; and you are also to attend the

Inſtructions for the Foremen of New Work at His Majeſty's Dock Yards.

docking, grounding, breaming, and undocking of all Ships, at ſuch times as the Maſter Shipwright or his Aſſiſtants ſhall direct.

15.

You are to cauſe the Workmen under your inſpection, to take proper care of all tools ſupplied from the Store Cabins, and not to ſuffer them to lie about and be injured, but to return them to the Cabin-keeper, when the particular work for which they were wanted ſhall have been completed.

16.

You are not to allow any Shipwright to be employed in making ſtages in the Yard, but to cauſe the Scavelmen to erect the ſame, from time to time, and in ſuch manner, as you may judge moſt adviſable, always taking care to give proper notice to the Foreman of Scavelmen for that purpoſe; and you are to report to the Maſter Shipwright, if the Foreman of Scavelmen ſhould neglect to have the ends of all ropes uſed for ſtages, and other temporary erections properly whipped, ſo that they may not be unneceſſarily waſted.

17.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or ſuch other day as may be directed, with a weekly progreſs agreeably to the annexed Form, of all works carrying on under your inſpection; and you are to cauſe the ſeveral Quartermen for this purpoſe to furniſh you with a Statement in writing under their hands, of the works performed by their Companies reſpectively.

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18.

When any Ship built under your inſpection ſhall have been completed, you are, previouſly to her being launched, to meaſure her, for the purpoſe of aſcertaining her actual tonnage, and to report the ſame to the Maſter Shipwright for being regiſtered.

19.

You are, when directed by the Maſter Shipwright, to take Drawings, and make Plans of all Ships built in the Yard when finiſhed, and alſo of all Ships built by Contract, or purchaſed for His Majeſty's Service.

20.

You are, when ſo directed, to aſſiſt in meaſuring and ſurveying all Ships and Veſſels built or repaired by Contract for His Majeſty's Service, comparing their dimenſions with the Contract and Draught, and carefully examining the Workmanſhip, ſo as to enable you faithfully to report thereon. You are alſo to aſſiſt in the ſurvey of all Ships and Veſſels purchaſed or hired for His Majeſty's Service.

21.

You are to attend the annual ſhoaling of the Workmen into Gangs or Companies, and you are from time to time to point out to the Maſter Shipwright, ſuch of the Workmen as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or other cauſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

22.

You are to attend at the Pay Office when the Shipwrights are to be paid, ſo as to be ready to give every information in your power relative to the time and earnings of the Men.

23.

You are to take particular care that all Fires and Lights uſed for the Works carrying on under your ſuperintendance, be properly extinguiſhed, before the people go to the evening muſter, ſo as to prevent any accident by fire.

24.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any article, however trifling, the property of Government from being carried away, and if you ſhould ſuſpect any perſon to have any article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

You

25.

Inſtructions for the Foremen of New Work at His Majeſty's Dock Yards.

You are to pay every poſſible attention to the inſtruction of ſuch young men, as may from time to time be employed in the Mould Loft, with regard to the art of Drawing and the laying down of Ships, and to report frequently to the Maſter Shipwright reſpecting their diligence, and the proficiency made by them reſpectively.

26.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port, but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed aſtoat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

27.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk in the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your ſalary; and in caſe of default therein you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

28.

Laſtly, you are to conſider the Inſtructions contained in the foregoing articles as a general outline only of your duty; and it is further required of you, that you do at all times comply with ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be intruſted to your immediate inſpection, always affording to your ſuperior Officers every aſſiſtance in your power in the performance of their reſpective duties, ſuggeſting to them ſuch improvements and other matters as may occur to you, for the benefit of His Majeſty's Service, and uſing every means in your power to prevent abuſe and embezzlement of every kind.

INSTRUCTIONS FOR THE QUARTERMEN OF SHIPWRIGHTS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Quartermen of Shipwrights at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Foremen, to have the charge and ſuperintendance of a Company or Gang of Shipwrights, conſiſting of ſuch number of Men and Apprentices as the Maſter Shipwright may direct; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when your Company ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are, with the Foreman, once in the year, or oftener if required, to attend the ſhoaling of the Shipwrights, in ſuch manner as the Reſident Commiſſioner or the Maſter Shipwright ſhall direct; and you are to keep a liſt of the individuals who ſhall compoſe the Company which may be placed under your ſuperintendance, and conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care

Inſtructions for the Quartermen of Shipwrights at His Majeſty's Dock Yards.

care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent and do their duty.

3.

When your Men ſhall have beeen muſtered, you are to take particular care that they proceed without loſs of time to their work; and if any perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, or ſhould leave his work during the working hours, you are to report the circumſtance to the Foreman under whoſe ſuperintendance you act, through whom it will be communicated to the Maſter Shipwright, who is to repreſent the ſame to the Commiſſioner, in order that ſuch perſon may be mulcted or diſcharged, as the caſe may require.

4.

You are to employ your Company upon ſuch work as the Foreman, or other your ſuperior Officer may direct; and you are to take care, as far as it may depend on you, that by the time one piece of work ſhall be finiſhed, every thing be prepared for the Men to begin another, ſo that they may always be fully employed. You are alſo to take particular care, that all works performing by your Company be in all reſpects executed in a ſubſtantial workmanlike manner, and with as much expedition and economy as the nature of the Service will admit, obſerving that you will be anſwerable for all ſuch Works, as well as for the conduct of all the perſons employed under you. You are, therefore, always to diſpoſe of your Men to the beſt advantage, and, when neceſſary, you are to allot to each individual the particular ſtint which he is to perform, keeping an Account of the part of a Ship on which each Man may be employed, eſpecially in the caſes of driving Copper Bolts and Treenails, and coppering of Ships, in order that any defects, when diſcovered, may be traced to the parties concerned, and that thoſe who may have improperly performed their work may be mulcted or diſcharged, as the caſe may require. And for this purpoſe you are alſo, upon the completion of each piece of work, to deliver to the Foreman a Certificate, to be lodged in the Maſter Shipwright's Office, of the Copper Bolts driven by each perſon under your inſpection.

5.

You to take care that proper Stores and Materials of all kinds be duly provided for your Company, ſo that the Service may not be delayed by the want of any neceſſary article; and you are conſtantly to inſpect the Materials while under the hands of the Workmen, and to pay the moſt particular attention to the quality, as well as the proper uſe and economy, of all the Stores and Materials, in order that no defective or otherwiſe unfit articles may be made uſe of, and that none are waſted or improperly applied, from the inability or careleſſneſs of the Workmen or Apprentices; taking care alſo, that all articles of Timber and Plank be lined and trimmed to the beſt poſſible advantage, and that nothing be hewn which can be ſawn to more advantage.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to abſent yourſelf from your immediate duty, in ſearch of any Materials, unleſs called on by the Timber Maſter to attend him, for giving any information or explanation he may require; nor are you to allow any of your Company to leave their work for that purpoſe, but you are to give an Account to the Timber Maſter of the exact dimenſions of every piece of Timber that you may require for any work carrying on by your Company, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevellings, as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended. If ſuch Materials ſhould be required as are uſually kept in the Shipwright's pound, you are to go thither to ſee that no ſtuff be taken of a quality ſuperior to what may be abſolutely neceſſary. And you are daily to deliver to the Aſſiſtant or Foreman, under whom you may ſerve, an Account of all the Timber received by you in the courſe of each day, in order that he may ſign a receipt to the Storekeeper for the ſame.

Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided a piece of Timber for any work carrying on by your Company, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Foreman, who, if he ſhould agree with you in opinion,

opinion, will take the neceſſary meaſures, by applying to the Aſſiſtant under whoſe direction he may be at the time, for cauſing another piece of Timber to be provided inſtead of that objected to.

Inſtructions for the Quartermen of Shipwrights at His Majeſty's Dock Yards.

8.

You are to draw Stores from time to time from the Store Cabins, as they may be wanted, for any Work carrying on by your Company, ſending a Note under your hand to the Cabin-keeper according to the annexed Form, ſpecifying the articles wanted, which you are always to cauſe to be brought to you for your inſpection previouſly to their being uſed; and you are every evening to ſign the Cabin-keepers book, for all the articles ſo drawn by you in the courſe of the day; and you are daily to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of that day, ſpecifying the Cabins from which you may have received them. If, for any work carrying on, you ſhould require any article of Stores not in the poſſeſſion of the Cabin-keepers, you are immediately to ſtate the circumſtance to the Foreman, who will make the neceſſary application to the Maſter Shipwright on the ſubject.

Appendix, N° 2.

Appendix, N° 3.

9.

You are to take care to prepare and ſend to the Smithery, in due time, the proper moulds and fids for all ſuch iron work as may be required for the Works carrying on under your inſpection, with ſuch written directions as may be neceſſary for the guidance of the Maſter Smith, ſo that the Service may not be retarded; and you are to take care that no article be taken from the Smithery, that is not exactly conformable to the mould or pattern ſent.

10.

When it ſhall be neceſſary for your Company to work by candle-light, you are to demand ſuch Candles as may be actually neceſſary for the purpoſe; and you are to conſider it a moſt important and ſerious part of your duty, to uſe every precaution in your power for the prevention of accident by fire.

11.

When you ſhall be ordered with your Company on board a Ship afloat, you are to provide your Store Cheſt with ſuch Candles, Nails, and other ſmall Stores, as you may foreſee the want of, and if a ſupply ſhould be required while you remain with your people on board, you are to make the ſame known to the Foreman afloat, who will cauſe the articles wanted to be ſent to you. You are alſo to keep an exact Account of the ſeveral Works performed by your Company on board, taking particular care that each Work be properly and ſpeedily executed, and that the Stores and Materials of every kind carried on board for the equipment of the Ship, be uſed with all poſſible œconomy, and every ſurplus article, however trifling, be carried on ſhore and regularly returned into Store, by a Note from the Maſter Shipwright and Clerk of the Survey. When your Company ſhall be employed on board any Ship where they are victualled, you are to be very careful that if any of the Men or Apprentices inſerted in the Liſt originally delivered, of thoſe to be victualled, ſhould be taken away for other Service, or on any account leave the Ship, you are to report the ſame to the Commanding Officer, in order that the proviſions for ſuch perſons may be ſtopped.

12.

When any Work ſhall have been completed by your Company, you are, with the Aſſiſtant and Foreman, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, particularly the articles of Copper, Iron, or other Metals, which may have been iſſued for ſuch Work, have been expended and duly applied to the purpoſes for which they were intended; and if any ſurplus articles remain, you are, without delay, to return them into Store, and the Foreman is to deliver an Account of them into the Office of the Maſter Shipwright, in order that the Storekeeper may be re-charged with them.

13.

When your Company ſhall be employed in repairing a Ship, you are to take care that all ſerviceable articles of Timber which may be taken out of her, be ſent to the Pounds, for the purpoſe of being reſtored to their former uſe, when fit for the ſame, or for any other purpoſe for which they may be deemed proper; and when employed in driving out Copper Bolts, or removing any articles of Lead or other Metals, you are to charge each Man with the quantity which may be within his particular ſtint, and to ſee that all ſuch materials be carefully collected and delivered into Store. And when any Copper ſhall have been ſtripped off a Ship repairing or refitting under

Inſtructions for the Quartermen of Shipwrights at His Majeſty's Dock Yards.

your inſpection, you are to ſee that it be carefully collected together and depoſited in the place appointed for that purpoſe.

14.

If, in the courſe of repairing, fitting, or refitting any Ship or Veſſel by the Company under your ſuperintendance, any new defects ſhould be diſcovered, you are immediately to report them to the Foreman, in order that you may receive further inſtructions for your proceeding.

15.

Appendix, N° 8. You are to keep an exact Account according to the annexed Form, of the time of each perſon belonging to your Company, ſpecifying his employment on each day, and the time loſt by him, in conſequence of non-attendance in the courſe of each week, and alſo an Account of the time loſt by your Company in going to and returning from their Work when employed afloat; and you are, on the evening of Friday in each week, to report in writing under your hand to the Foreman, not only thoſe particulars, but alſo the quantity of Work executed by your Company in that week, which you are carefully to meaſure for that purpoſe; obſerving, that you will be anſwerable for the correctneſs of all Returns of this nature, as the pay of the Workmen is dependent on them.

16.

You are to take care that all the tools and other implements, charged to the Workmen of your Company, be returned to the Cabin-keeper, as ſoon as the ſpecial Service for which they were ſupplied has been performed.

17.

You are to obſerve that the Scavelmen are to erect all ſtages which may be required in the Yard; and if they ſhould neglect to have the ends of the ropes, uſed for ſuch purpoſes, properly whipped, ſo as to prevent their being waſted, you are to report the circumſtance to the Foreman under whom you act, for the information of the Maſter Shipwright.

18.

If any of the Men employed under your ſuperintendance ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame by a Note under your hand to the Surgeon of the Yard, and alſo to the Foreman, who is to deliver the ſame to the Maſter Shipwright; and you are in like manner to report to the Foreman when a Man, after having been ſick or hurt, ſhall return to his duty, in order that the ſame may be made known to the Maſter Shipwright.

19.

You are, from time to time, to point out to the Foreman, for the information of the Maſter Shipwright, ſuch of the Workmen as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require. You are particularly to attend to the abilities of Workmen newly entered in the Yard, and, after a ſuitable trial, to report to the Foreman your opinion with reſpect to their fitneſs for the Service.

20.

You are to pay every attention in your power to the inſtruction of the Apprentices in your Company, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendance, and report to the Foreman if any of the Men, deriving any advantage from Apprentices as their inſtructors, ſhould neglect this important part of their duty.

21.

You are to pay due attention to ſuch Regulations as ſhall from time to time be eſtabliſhed by this Board, for the payment of weekly ſubſiſtence money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

22.

While the Men are attending the evening muſter, you are carefully to obſerve them, and to prevent, to the utmoſt of your power, any article, even of the moſt trifling nature, belonging to Government, from being carried away; ſearching ſuch as you may ſuſpect of having any improper articles concealed about them, and you are to uſe your beſt endeavours, upon all occaſions, to detect and prevent embezzle-

ment

ment and abuſes of every deſcription, reporting, without favour or partiality, whatever you may diſcover of an improper nature, to the Foreman or Aſſiſtant, for being made known to the Maſter Shipwright.

Inſtructions for the Quartermen of Shipwrights at His Majeſty's Dock Yards.

23.

When you ſhall be ordered to perform any duty beyond the limits of the Port, you ſhall be paid five ſhillings per day over and above your ſalary, and a reaſonable allowance for your travelling expences.

24.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

25.

The foregoing Articles of Inſtructions contain a general outline only of your duty; and it being impracticable, as well as unneceſſary, to define the various ſervices on which you muſt occaſionally be employed, it is proper to add, that you are required, on all occaſions, to ſet a good example to your Men, by paying the moſt ſtrict obedience and attention to all Regulations and Orders which ſhall from time to time be made or given by the Commiſſioner, Maſter Shipwright, or any other your ſuperior Officer, and by ſhewing a becoming zeal and alertneſs in carrying the ſame into effect. In ſhort, it is expected that you feel an intereſt in promoting His Majeſty's Service to the utmoſt of your power; and that you do, without favour or partiality, ſee that every perſon employed under you ſhall well and faithfully perform the Work required of him, and not fail to repreſent to the Maſter Shipwright, or other ſuperior Officer, every inſtance of neglect or miſconduct which you may diſcover.

INSTRUCTIONS FOR THE FOREMEN OF THE CAULKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend the breaming and graving of all His Majeſty's Ships and Veſſels in the Dock, and on the Graving Slips, and the Caulking of all Ships within the limits of the Port; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Caulkers ſhall be at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

Inſtructions for the Foremen of the Caulkers at His Majeſty's Dock Yards.

2.

You are every evening to attend the Maſter Shipwright, or the Aſſiſtant under whoſe immediate direction you may be, for the purpoſe of receiving his inſtructions relative to the Works to be done on the following day; and you are to take particular care that all works under your ſuperintendance, be performed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you, and therefore if any of them ſhould miſbehave

Inſtructions for the Foremen of the Caulkers at His Majeſty's Dock Yards.

behave or improperly perform their duty, you are, without delay, to report the circumſtance to the Aſſiſtant, in order that he may make it known to the Maſter Shipwright.

3.

You are to keep a Liſt of the Quartermen, Caulkers, Oakum Boys, and other Perſons, who may from time to time be placed under your ſuperintendance, and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no Man anſwers for another, ſo that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent. You are alſo occaſionally to muſter them yourſelf while at work, eſpecially when you ſhall ſuſpect any of them to be abſent, and to repreſent to the Maſter Shipwright and Clerk of the Check, all ſuch as ſhall be abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Caulkers ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted to them reſpectively, taking particular care that all the Quartermen pay conſtant and unremitting attention to their duty; and you are to allot to each Quarterman, the particular work upon which his Company is to be employed, and to keep an Account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to keep an Account of the quantity of water a Ship made, previouſly to her being received into Dock, and of the quantity which each Ship ſhall make when put out of Dock. You are alſo, when directed, to take care that the Dock Gates be properly caulked immediately after they ſhall have been ſhut.

6.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under your ſuperintendance, ſo that the Service may not be delayed by the want of any neceſſary article, and, during the execution of each Work, you are to pay the moſt particular attention to the quality of all Stores and Materials, eſpecially Oakum, as well as to the proper uſe and œconomy of them, in order that no unfit article may be made uſe of, and that none may be waſted or embezzled.

7.

You are frequently to viſit the Store Cabins in your Department, to ſee that they be ſufficiently furniſhed with Stores of all kinds for the current Service, and you are to attend at the Maſter Shipwright's Office, on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at ſuch other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keepers.

8.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store Cabins by the Quartermen, but in caſe you ſhould have occaſion to draw Stores yourſelf, you are to do ſo by a Note agreeably to the Form preſcribed. And you are, every evening, to ſign the Cabin-keeper's book for all the articles ſo drawn by you in the courſe of the day; you are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you perſonally in the courſe of that day, ſpecifying the Cabins from which you may have received them. If you ſhould require any article of Stores not in poſſeſſion of the Cabin-keepers, you are immediately to apply for it to the Maſter Shipwright, in order that he and the Clerk of the Survey may warrant the Storekeeper to iſſue it.

Appendix, N° 2.

Appendix, N° 3.

9.

You are, when required, to join with the Maſter Shipwright, Clerk of the Check, Storekeeper, and Clerk of the Survey, in carefully inſpecting the quality of Pitch, Tar, Oakum, Junk, and all other Stores and Materials which may be ſupplied by Contract for the uſe of your Department, giving your opinion how far each article may or may not be agreeable to Contract, and fit for the Service.

10.

When a Ship ſhall be under repair, fitting or refitting, you are, with the Quartermen, carefully to examine and try the Caulking of the Wales, Bottom, Topſides, and

and Decks, and all other places, and to report to the Aſſiſtant under your hand, for being made known to the Maſter Shipwright, how far you ſhall have ſo ſearched, and what parts of the Ship may require Caulking, diſtinguiſhing the parts ſearched by yourſelf, and thoſe ſearched by the ſeveral Quartermen reſpectively, in order that any neglect which ſhall be diſcovered in this reſpect may be traced to its author.

Inſtructions for the Foremen of the Caulkers at His Majeſty's Dock Yards.

11.

If, in the courſe of caulking a Ship or Veſſel, any defects in the Timbers or Planking ſhould be diſcovered, you are immediately to report them to the Maſter Shipwright or one of his Aſſiſtants, in order that ſuch directions may be given as the caſe ſhall require.

12.

When it is intended that the Workmen employed under your ſuperintendance, ſhall go afloat immediately after being muſtered in the morning, you are to cauſe all the Stores and Materials which it may be proper for them to take with them, to be got in readineſs on the preceding evening; but you are to take particular care that no unneceſſary article of Stores, nor any Materials of an improper quality, be ſent from the Yard on any ſuch occaſion; for which purpoſe, and for preventing embezzlement of every kind, you are to attend at the Landing-place when the Workmen are going afloat, as well as when they return to the Yard from work; on their return, you are to cauſe the Quartermen ſtrictly to account for all Stores with which they ſhall have been furniſhed, taking care that the ſurplus articles be immediately returned into Store, and charged to the Storekeeper by a Note from the Maſter Shipwright and Clerk of the Survey. Appendix, N° 4.

13.

When the Caulkers are to be employed on board a Ship in Commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent or cauſe to be preſented to the Captain or Commander, a Liſt, ſigned by yourſelf, of the names and qualities of all perſons to be employed; and fail not to ſignify to him any increaſe or diminution of the Workmen, in order that the victualling may be regulated accordingly. Appendix, N° 6.

14.

When the Caulkers are employed afloat, you are to viſit them at leaſt once in every day, and as much oftener as the neceſſary attention to your other duties will admit; and you are to keep an exact Account of the time unavoidably loſt by the Men in going to and returning from their work afloat, in order that a juſt allowance may be made to them for the ſame.

15.

You are to inſpect and approve of all Junk, before it be delivered out of Store for the purpoſe of being picked into Oakum, and you are to ſee it cut into pieces of not leſs than 15 or more than 18 inches in length. You are alſo to take care that the Oakum be well picked and dry, and that the Oakum Boys ſpin, in a proper manner, the full quantity of Oakum required of them.

16.

When Caulkers belonging to His Majeſty's Ships are employed on Ships fitting or refitting at your Port, you are to ſuperintend them, and to be anſwerable for the ſufficiency of their Work, in the ſame maner as if they formed a part of the Eſtabliſhment of the Yard.

17.

If at any time there ſhould be no employment as Caulkers for the Men under your ſuperintendance, you are, with the direction of the Maſter Shipwright or one of his Aſſiſtants, to employ ſuch of them as are capable in Axe-work, and carefully to inſtruct and ſuperintend them in the ſame manner as when employed in caulking, always taking care, by application to your ſuperior Officers, that before one piece of Work be finiſhed another may be ready, ſo that no part of the people's time may be loſt.

18.

You are to take care that the ends of all Ropes uſed for Stages by the Caulkers, be properly whipped, ſo that they may not be unneceſſarily waſted.

19.

You are to join with ſuch of the Shipwright Officers as the Maſter Shipwright may direct, in carefully ſurveying the bottoms of Ships when prepared for Coppering;

Inſtructions for the Foremen of the Caulkers at His Majeſty's Dock Yards.

pering; and you are to join with thoſe Officers in reporting, in writing, to the Maſter Shipwright, the condition in which you may find them.

20.

You are, when directed, to ſurvey the caulking of all Ships and Veſſels built or repaired by contract for His Majeſty's Service, and alſo of all Ships and Veſſels purchaſed or hired for the Service, always faithfully reporting the reſult of ſuch Surveys to your ſuperior Officers, in writing.

21.

You are to furniſh the Maſter Shipwright, regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs of all Works carrying on under your inſpection; and you are to cauſe the ſeveral Quartermen for this purpoſe to furniſh you with a ſtatement, in writing, under their hands, of the Works performed by their Companies reſpectively.

Appendix, N° 5.

22.

You are to examine all Men who may apply to be entered as Caulkers in the Yard, and to certify to the Maſter Shipwright your opinion of their fitneſs for the Service.

23.

You are to attend the annual ſhoalings of the Men into Gangs or Companies; and you are from time to time to point out to the Maſter Shipwright ſuch Men as ſhall appear to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

24.

You are to attend at the Pay Office when the Caulkers are paid, ſo as to be ready, if neceſſary, to give every information in your power relating to the time and earnings of the Men.

25.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any article, however trifling, the property of Government, from being carried away. If you ſhould ſuſpect any perſon to have any article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

26.

You are on all occaſions, both aſhore and afloat, to take every poſſible precaution to prevent accidents by fire, in heating pitch or otherwiſe; and to be always prepared, to the utmoſt of your power, to extinguiſh fire, if it ſhould unfortunately happen. You are alſo to take the moſt particular care that the Oakum and Pitch-houſes, and the Cabin, be properly ſecured at night, and that all Lights and Fires are extinguiſhed previouſly to the people going to the evening muſter; and that no perſon whatever be ſuffered to remain in any place which you ſhall lock up. You are, without fail, to give a written Report to this effect, agreeably to the annexed Form, every evening, to the Officer having charge of the civil watch; and alſo to lodge the keys of the Oakum and Pitch-houſes with the Warden, in whoſe poſſeſſion they are to remain until you or the Quarterman, duly authorized by you, ſhall apply for them when the people return to work.

Appendix, N° 7.

27.

You are to aſſiſt the Maſter Shipwright in examining every perſon who may be recommended to ſerve as a Caulker on board His Majeſty's Ships; and, when directed, to join in granting to ſuch perſon a Certificate of his ability to ſerve in that capacity, if to the beſt of your judgment you find him properly qualified.

28.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

You

29.

Instructions for the Foremen of Shipwrights at His Majesty's Dock Yards.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon, having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

30.

Laſtly, you are to conſider the Inſtructions contained in the foregoing Articles as a general outline only of your duty; and it is further required of you, that you do at all times comply with ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be entruſted to your immediate inſpection; you are always to afford to your ſuperior Officers every aſſiſtance in your power in the performance of their reſpective duties, and to ſuggeſt to them ſuch improvements and other matters as may occur to you for the benefit of His Majeſty's Service.

INSTRUCTIONS FOR THE QUARTERMEN OF CAULKERS AT HIS MAJESTY'S DOCK YARD.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Quartermen of Caulkers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Foremen of the Caulkers, to have the charge and ſuperintendance of a Company or Gang of Caulkers, conſiſting of ſuch number of Men and Apprentices as the Maſter Shipwright may direct; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when your Company ſhall be at work; obſerving that you are not, on any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are, with the Foremen of the Caulkers, once in every year, or oftener if required, to attend the ſhoaling of the Men, in ſuch manner as the Reſident Commiſſioner or the Maſter Shipwright ſhall direct. You are to keep a Liſt of the individuals who ſhall compoſe the Company which may be placed under your ſuperintendane, and conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night; obſerving for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no one anſwers for another, ſo that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent and do their duty.

3.

When your Men ſhall have been muſtered, you are to take particular care that they all proceed without loſs of time to their Work; and if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, you are to report the circumſtance to the Foreman, through whom it will be communicated to the Maſter Shipwright, in order that ſuch perſon may be mulcted or diſcharged, as the caſe may require.

You

Inſtructions for the Quarterman of Caulkers at His Majeſty's Dock Yards.

4.

You are to employ your Company upon ſuch Work as the Foreman of the Caulkers, or other your ſuperior Officer may direct; and you are to take care, ſo far as it may depend on you, that by the time one piece of Work ſhall be finiſhed, every thing be prepared for the Men to begin another, in order that they may always be fully employed. You are alſo to take particular care that all Works performing by your Company be in every reſpect executed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service will admit; obſerving that you will be anſwerable for all ſuch Works, as well as for the conduct of all the perſons employed under you. You are therefore always to diſpoſe of your Men to the beſt advantage, and to allot to each individual the particular ſtint which he is to perform; keeping a correct Account of the part of a Ship on which each Man may be employed, in order that any defects, when diſcovered, may be traced to the parties concerned, and that thoſe who ſhall have imperfectly performed their Work may be mulcted or diſcharged, as the caſe may require; and for this purpoſe you are alſo, upon the completion of each Work, to deliver to the Foreman a Certificate, to be lodged in the Maſter Shipwright's Office of the particular Butts and Seams caulked by each perſon under your inſpection.

5.

You are particularly to take care that the Butts and Seams of all new Work, have the proper number of threads of Oakum driven into them, and that the old Work be well cleanſed, by reaving out ſuch Oakum as may be wet and decayed, and that good and dry Oakum be driven in its room. You are alſo to take care that the Work be well paid; and you are frequently to try the Butts and Seams in each Man's birth, ſo as to detect any negligence on the part of the Workmen.

6.

You are to take care that proper Stores and Materials of all kinds be duly provided for your Company, ſo that the Service may not be delayed by the want of any neceſſary Article; and, during the execution of each Work, you are to pay the moſt particular attention to the quality of all Stores and Materials, eſpecially Oakum; as well as to the proper uſe and œconomy of them, in order that no unfit article may be made uſe of, and that none be waſted or embezzled.

7.

You are to draw Stores from time to time from the Store Cabins as they may be wanted, for any Work carrying on by your Company, ſending a Note under your hand to the Cabin-keeper, according to the annexed Form, ſpecifying the articles wanted. You are, every evening, to ſign the Cabin-keeper's book for all the articles ſo drawn by you in the courſe of the day; and you are alſo daily to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of that day. If you ſhould require any article of Stores not in the poſſeſſion of the Cabin-keeper, you are immediately to ſtate the circumſtance to the Foreman, who will make the neceſſary application to the Maſter Shipwright on the ſubject.

Appendix, N° 2.

Appendix, N° 3.

8.

When your Company ſhall work by candle-light, you are to demand ſuch candles as may be actually neceſſary for the purpoſe; and you are to conſider it a moſt important and ſerious part of your duty, to uſe every precaution in your power for the prevention of accident by fire.

9.

When you ſhall be ordered with your Company on board a Ship afloat, you are to provide your Store-cheſt with ſuch candles and other ſmall Stores as you may foreſee the want of; and if a ſupply ſhould be required while you remain with your people on board, you are to make the ſame known to the Foreman, who will cauſe the articles wanted to be ſent to you. You are alſo to keep an exact Account of the ſeveral Works performed by your Company on board, taking particular care that each Work be properly and ſpeedily executed, and that the Stores and Materials of every kind carried on board be uſed with all poſſible œconomy, and every ſurplus article, however trifling, be carried on ſhore, and regularly returned into Store, by a Note to the Store-keeper from the Maſter Shipwright and Clerk of the Survey.

Appendix, N° 4.

When

10.

When your Company ſhall be employed on board any Ship where they are victualled, you are to be very careful that if any of the Men or Apprentices, inſerted on the Liſt originally delivered of the perſons to be victualled, ſhould be taken away for other Service, or on any other account leave the Ship, you report the ſame to the Commanding Officer, that the proviſions for ſuch perſons may be ſtopped.

Inſtructions for the Quarterman of Caulkers at His Majeſty's Dock Yards.

11.

If in the courſe of caulking any Ship or Veſſel by the Company under your ſuperintendance, any defects in the Planking or Timbers ſhould be diſcovered, you are immediately to report them to the Foreman, in order that you may receive further inſtructions for your proceeding.

12.

You are to keep an exact Account, according to the annexed Form, of the time of every perſon belonging to your Company, ſpecifying his employment on each day, and the time loſt by him in conſequence of non-attendance in the courſe of each week; and alſo an Account of the time loſt in going to and returning from work when employed afloat; and you are, on the evening of Friday in each week, to report, in writing under your hand, to the Foreman, not only thoſe particulars, but alſo the quantity of Work executed by your Company in that week, which you are carefully to meaſure for the purpoſe. You are to certify that all ſuch Works have been performed in a good and workmanlike manner; obſerving, that you will be anſwerable for the correctneſs of all Returns of this nature, as the pay of the Workmen is dependent on them. Appendix, N° 8.

13.

You are, when directed, to join with the Foreman in ſurveying the Bottoms of Ships prepared for Coppering, and alſo in ſurveying and examining the Caulking of all Ships and Veſſels at the Yard or in its neighbourhood.

14.

If at any time your Company ſhould be employed in Shipwright's Work, you are to ſuperintend them, and to be anſwerable for the ſufficiency of the Works performed by them, in the ſame manner as if you were ſpecially appointed a Quarterman of Shipwrights. You are in ſuch caſe, therefore, to conform to all the inſtructions and orders given to that Officer.

15.

If any of the Men employed under your ſuperintendance, ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame by a Note under your hand, to the Surgeon of the Yard, and alſo to the Foreman, who is to deliver the ſame to the Maſter Shipwright. You are in like manner to report to the Foreman, when a Man, after having been ſick or hurt, ſhall return to his duty, and the Foreman is to make the ſame known to the Maſter Shipwright.

16.

You are, from time to time, to point out to the Foreman, for the information of the Maſter Shipwright, ſuch of the Caulkers as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require. You are particularly to attend to the abilities of Workmen newly entered in the Yard, and, after a ſuitable trial, to report to the Foreman your opinion with reſpect to their fitneſs for the Service.

17.

You are to pay every attention in your power to the inſtruction of the Apprentices in your Company, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendance; and you are to report to the Foreman, if any of the Men deriving advantages from Apprentices as their inſtructors, ſhould neglect this important part of their duty.

18.

You are to pay due attention to ſuch Regulations as ſhall, from time to time, be eſtabliſhed by this Board, for the payment of weekly ſubſiſtence money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

Inſtructions for the Quartermen of Caulkers at His Majeſty's Dock Yards.

19.

When the Men are attending the evening muſter, you are carefully to obſerve them, and to prevent, to the utmoſt of your power, any article, even of the moſt trifling nature, belonging to Government, from being carried away, ſearching ſuch as you may ſuſpect of having any improper articles concealed about them; and you are to uſe your beſt endeavours, upon all occaſions, to detect and prevent embezzlement and abuſes of every deſcription, reporting, without favour or partiality, whatever you may diſcover of an improper nature to the Foreman or Aſſiſtant, for being made known to the Maſter Shipwright.

20.

When you ſhall be ordered to perform any duty beyond the limits of the Port, you ſhall be paid five ſhillings per day over and above your Salary, and a reaſonable allowance for your travelling expences.

21.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the Purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon, having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatſoever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

22.

The foregoing Articles of Inſtructions contain a general outline only of your duty; and it being impracticable, as well as unneceſſary, to define the various Services on which you muſt occaſionally be employed, it is proper to add, that you are required, on all occaſions, to ſet a good example to your Men, by paying the moſt ſtrict obedience and attention to all regulations and orders which ſhall from time to time be made or given by the Commiſſioner, Maſter Shipwright, or any other your ſuperior Officer, and by ſhewing a becoming zeal and alertneſs in carrying the ſame into effect. In ſhort, it is expected that you feel an intereſt in promoting His Majeſty's Service to the utmoſt of your power, and that you do, without favour or partiality, ſee that every perſon employed under you ſhall well and faithfully perform the Work required of him; and that you will not fail to repreſent to the Maſter Shipwright or other ſuperior Officer, every inſtance of neglect or miſconduct which you may diſcover.

INSTRUCTIONS FOR THE MASTER MASTMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Maſter Maſtmakers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend the making, repairing, and fitting of all Maſts, Yards, and articles of every deſcription relating thereto, for Ships building, fitting, or refitting in the Yard or at the Port. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendance ſhall be at work; obſerving, that you are not on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

You

2.

Instructions for the Master Mastmakers at His Majesty's Dock Yards.

You are, every evening, to attend the Master Shipwright for the purpose of receiving his instructions relative to the Work to be done on the following day. You are to take particular care, that all Works under your superintendance be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may possibly admit; observing, that you will be answerable for the conduct of all persons employed under you, therefore if any of them should misbehave, or improperly perform their duty, you are, without delay, to report the circumstance to the Master Shipwright.

3.

You are to keep a List of the Quartermen, Artificers, and other Persons, who may from time to time be placed under your superintendance; and you are constantly to attend the mustering of them when they enter the Yard, taking care that no Man answer for another, in order that the Clerk of the Check, by such imposition, may not mark any as mustered excepting those who shall be present. You are also occasionally to muster them yourself, especially when you shall suspect that any of them have left their Work, and report to the Master Shipwright and Clerk of the Check, all such as shall be actually absent from their duty, in order that they may be mulcted or discharged, as the case may require

4.

When the Workmen under your superintendance shall have been mustered, upon coming into the Yard, you are to cause them to proceed, without delay, to the Works which may be allotted to them respectively, taking particular care that all the Quartermen pay constant and unremitting attention to their duty. You are to allot to each Quarterman the particular Work upon which his Company is to be employed; observing, that the most expert Mastmakers are to be employed in making large lower Masts, when any such are to be made; and you are to keep Account of such allotments, in order that you may make each answerable for the due execution of the Work entrusted to him.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under you, so that the Service may not be delayed by the want of any necessary article. You are frequently to inspect the Materials whilst working, and to pay the most particular attention to the quality, as well as to the proper use and economy, of all Stores and Materials, in order that no unfit articles may be made use of, and that none be wasted or embezzled.

6.

The Timber Master being charged with the entire management and conversion of Timber, whether new or old, you are not to allow any person employed under you to leave his Work in search of Materials, nor are you to absent yourself from your immediate duty for that purpose, excepting when it may be necessary for expediting the supply of such Materials as may be wanted, or when called upon by the Timber Master to attend him, for giving any information or explanation he may require; but you are to give an Account to the Timber Master of the exact dimensions of every rough Mast, Spar, or other piece of Timber which you may require for any Service carrying on under your superintendance, as soon as the demand for it can be foreseen, in order that he may have sufficient time to select the Timber most suitable to the purposes for which it is intended. You are daily to sign a Receipt prepared by the Storekeeper, for every article of Timber issued from the Store in the course of each day, for the several Works entrusted to your superintendance. Appendix, N° 1.

7.

If, after the Timber Master shall have provided a piece of Timber for any Work under your immediate inspection, you should consider it, with respect either to dimensions or any defect, as unfit for the purpose intended, you are to refuse it, and to notify your objections to the Timber Master in writing. If, notwithstanding the objection stated, the Timber Master should refuse to supply a piece in its stead, you are to refer to the Master Shipwright for his decision. To prevent, however, any material delay in case of the absence of the Master Shipwright, you are to refer the matter to one of his Assistants, and if he should see sufficient reason to persist in demanding that another piece of Timber be provided, the Timber Master, on a repetition of the demand, is immediately to comply with it; and in such case the Assistant is to be particularly responsible for its propriety.

You

Inſtructions for the Maſter Maſtmakers at His Majeſty's Dock Yards.

8.

You are frequently to viſit the Store Cabin in your Department, to ſee that it be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper.

9.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store Cabin by the Quartermen; but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note, agreeably to the annexed Form; and you are every evening, to ſign the Cabin-keeper's book for all articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day.

Appendix N° 2.

Appendix, N° 3.

10.

You are to take care that proper moulds and correct deſcriptions, when neceſſary, be prepared and ſent by the Quartermen to the Smithery, for all ſuch iron work as may be required for the Works carrying on under your inſpection; and you are to ſee that the ſame be ſupplied in good time, and alſo to take care, previouſly to any article being taken from the Smithery, that it be made exactly conformable to the mould or pattern ſent, ſo as to prevent the delay and expence which muſt attend the returning of it, in caſe it ſhould not anſwer the purpoſe for which it may have been intended.

11.

You are to attend to the lining and conſtruction of all Maſts, Yards, Bowſprits, and Tops making in the Dock Yard, and to take particular care that they be made of the proper dimenſions in every reſpect according to ſuch directions as you may from time to time receive; and that all Topmaſts, Topgallant Maſts, Jib-booms, and Studding-ſail-booms, be run through the Caps and Boom-irons, before they are delivered out of your charge. When you ſhall have fitted any Ship with Maſts, Yards, or Tops, you are to keep a particular Account of the dimenſions of each Maſt, Yard, and Top ſo ſupplied, and to deliver a Copy of every ſuch Account to the Clerk of the Survey, in order that he may make the neceſſary charge thereof againſt the proper Officers of the Ship.

12.

When the Maſts or Yards of any Ship ſhall be reported to be defective, you are immediately to ſurvey the ſame; and if upon inſpection the defects ſhould appear to you to be of a ſerious nature, you are to repreſent the circumſtance to the Maſter Shipwright, and to join with him or one of his Aſſiſtants, as he may direct, and the Carpenters of two of His Majeſty's Ships in ordinary, in a further Survey; and you are to enter the reſult in a Book to be kept in the Maſter Shipwright's Office. You are in like manner, when directed, to examine and report the ſtate of all the Maſts and Yards of every Ship ordered to refit.

13.

You are to report in writing to the Maſter Shipwright, for the information of the Commiſſioner when lower Maſts and Bowſprits of Ships will require to be taken out, and alſo when they are to be put in, in order that the Sheer Hulk may be prepared for the purpoſe; and you are in particular caſes, when directed by the Maſter Shipwright, to attend to the maſting and unmaſting of Ships

14.

When any Maſts, Yards, Tops, or Bowſprits ſhall be returned to the Maſt-houſe, from any of His Majeſty's Ships, you are to give the Carpenters of ſuch Ships Receipts for all Articles which may be ſo returned reſpectively, and you are to join with ſuch Officers as the Maſter Shipwright may direct, in carefully ſurveying ſuch Maſts and other Articles, and in reporting in writing to the Maſter Shipwright the actual ſtate of them, whether reparable or otherwiſe, with an eſtimate of the expence for Materials and Labour of ſuch Repairs as may be propoſed; always obſerving, that if a wounded or ſprung Maſt can be repaired by ſhifting any part of it, it is to be repaired accordingly and preſerved.

If

15.

If in the courſe of repairing any Maſt or other Article in your Department, any new defects ſhould be diſcovered, you are immediately to report them to the Maſter Shipwright or one of his Aſſiſtants, in order that you may receive further Orders for your proceeding. Inſtructions for the Maſter Maſtmakers at His Majeſty's Dock Yards.

16.

After a Ship's Maſts and Yards ſhall have been landed and ſurveyed, you are to cauſe all ſuch as are ſerviceable to be marked with the Ship's Name, and to be carefully ſtowed in the Houſes appropriated for the purpoſe. You are alſo to take care that all Store Maſts be properly ſtowed away, keeping a correct Account of the dimenſions of each, and the time at which it was made, and you are to conſider it an important part of your duty, to attend to the due care and preſervation of theſe and all other Articles of Timber which may be in Store in the Houſes under your ſuperintendance, frequently viſiting thoſe Houſes for that purpoſe. You are alſo to pay particular attention to the launching, getting up, and unſtowing of all lower Maſts.

17.

If you ſhould conſider that any old Maſts or Yards fit for uſe are likely to become unſerviceable if kept much longer in Store, you are to repreſent the circumſtance to the Maſter Shipwright; and if he ſhould ſee no objection to appropriate ſuch Maſts and Yards for immediate uſe, ſubſtituting others for the Ship to which they may have originally belonged; but without the approval of the Maſter Shipwright, you are not to transfer any appropriated Article whatever.

18.

You are frequently to viſit the Ships in ordinary, and to examine the ſtate of all their Maſts and Yards, reporting to the Maſter Shipwright any defects which you may diſcover, with the apparent cauſe of them, and ſtating when it ſhall appear to you to be proper that the Maſts ſhould be painted, in order that the neceſſary directions for that purpoſe may be given to the Maſter Painter.

19.

You are, when required, to join with the Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and the Timber Maſter, in carefully ſurveying and inſpecting the quality of all rough Maſts, Spars, and other Articles which may be ſupplied by Contract for the uſe of your Department, giving your opinion how far each Article may or may not be agreeable to Contract, and fit for the Service.

20.

You are, if directed, to aſſiſt the Timber Maſter in ſelecting the beſt and freſheſt rough Maſts and Spars to be ſent abroad, when any ſhall be ordered to be ſhipped.

21.

You are, when directed, to viſit Merchants Yards, in which any Maſts, Tops, Yards, or other Articles relating to your Department, may be making by Contract for His Majeſty's Service; and you are to give ſuch directions as may appear to you to be neceſſary, for the proper formation and conſtruction of all ſuch Articles, and carefully to inſpect the ſame, ſtrictly prohibiting the Contractor from putting any Maſts together, until the Materials intended to compoſe it ſhall have been carefully inſpected and approved by you or ſome other Officer on the part of this Board. If you ſhould diſcover any defect or inſufficiency in any Materials uſed, or Works performed, on the part of a Contractor, you are immediately to report the circumſtance to the Maſter Shipwright.

22.

You are, when directed, to aſſiſt in ſurveying and valuing the Maſts, Tops, Yards, and other Articles in your Department, of all Ships or Veſſels purchaſed or hired for the Service of Government; and you are always faithfully to report your Opinion in writing.

23.

You are to furniſh the Maſter Shipwright, regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs of all Works carrying on under your inſpection, or that have been completed in that week, ſpecifying the number of Men employed in each week, as well as the time loſt by each Man in the courſe of the week, and certifying that every ſuch Work has been performed in a good and workmanlike manner. You are to cauſe the ſeveral Quarter- Appendix, N° 9.

Inſtructions for the Maſter Maſtmakers at His Majeſty's Dock Yards.

men, for this purpoſe, to furniſh you with a ſtatement in writing under their hands, of the Works performed by their Gangs reſpectively.

24.

You are to furniſh the Storekeeper yearly, when required, with the value of all the unappropriated Maſts and Yards in Store; and you are to furniſh the Maſter Shipwright, when directed by him, with eſtimates of the Maſts and Yards required for Ships building or ordered to be built, and alſo of the probable expenditure of Maſt Timber in the two following years.

25.

You are to attend the annual ſhoalings of the Men into Gangs or Companies, and you are, from time to time, to point out to the Maſter Shipwright ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed upon a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require.

26.

You are to attend at the Pay Office when the Workmen under your ſuperintendance are paid, ſo as to be ready, if neceſſary, to give every information in your power relative to their time and earnings.

27.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found on him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

28.

You are to take the moſt particular care that the Maſt Houſes and Cabin be properly ſecured at night, that no perſon whatever be ſuffered to remain therein when locked up, and that all lights and fires be extinguiſhed previouſly to the people going to the evening muſter; and you are, without fail, to give a written Report to this effect agreeably to the annexed Form, every evening, to the Officer having charge of the Civil Watch for the night; and alſo to lodge the key of the Maſt-houſe with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work.

Appendix, N° 7.

29.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port, but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

30.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

31.

Laſtly, you are to conſider the Inſtructions contained in the foregoing Articles as a general outline only of your duty. It is further required of you, that you do at all times

times comply with ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be entruſted to your immediate inſpection; that you always afford to your ſuperior Officers every aſſiſtance in your power in the performance of their reſpective duties, and ſuggeſt to them ſuch improvements and other matters as may occur to you for the benefit of His Majeſty's Service.

Inſtructions for the Maſter Maſtmakers at His Majeſty's Dock Yards.

INSTRUCTIONS FOR THE FOREMEN OF THE MASTMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Maſter Maſtmaker, to ſuperintend all the Workmen employed in the Maſt-houſe; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Maſtmakers are at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and the Maſter Maſtmaker.

Inſtructions for the Foremen of the Maſtmakers at His Majeſty's Dock Yards.

2.

You are conſtantly to attend the muſtering of the Maſtmakers when they enter the Yard, obſerving for this purpoſe that you be regularly at the Call Office before the time appointed for calling the Men, and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent.

3.

When the Maſtmakers ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without delay, and if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, leave his work during the working hours, or ſhould in anyway miſbehave, you are to report the circumſtance to the Maſter Maſtmaker; you are alſo, according to ſuch directions as you may receive from the Maſter Maſtmaker, to allot to each Quarterman the particular Work to be done by the Gang or Company under his inſpection; and you are to take particular care that the Quartermen attend ſtrictly to their duty, and that all the Works performed in the Maſtmaker's Department be executed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service will admit.

4.

You are to follow all ſuch directions as may from time to time be given to you by the Maſter Maſtmaker, relative to the lining, conſtructing, and repairing of all Maſts, Bowſprits, Yards, and Tops, and Articles of every deſcription relating thereto; and to take particular care that they be made of the proper dimenſions in all reſpects, according to ſuch orders as you may receive.

5.

If in the courſe of repairing a Maſt, or any Article in your Department, new defects ſhould be diſcovered, you are immediately to report the nature and extent of them to the Maſter Maſtmaker, in order that you may receive further directions for your proceeding.

6.

You are to ſuperintend the launching, getting up, ſtowing and unſtowing of all lower Maſts; and you are to direct the Labourers work in the Maſt-houſe.

7.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you, to leave his work in ſearch of Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do for expediting the ſupply of the Materials which may be wanted; but you

Inſtructions for the Foremen of the Joint-makers at His Majeſty's Dock Yards

you are to give an Account to the Timber Maſter of the dimenſions of every rough Maſt, Spar, or other piece of Timber which you may require for any Service carrying on under your ſuperintendance, as ſoon as the demand for it can be foreſeen, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended; and you are to deliver to the Maſter Maſtmaker an Account of all the Timber received by you in the courſe of each day, in order that he may ſign a receipt to the Storekeeper for the ſame.

Appendix, N° 1.

8.

If, after the Timber Maſter ſhall have provided a piece of Timber for any Work under your immediate inſpection, you ſhall conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Maſter Maſtmaker, who, if he ſhould agree with you in opinion, will take the neceſſary meaſures for cauſing another piece of Timber to be provided inſtead of that objected to.

9.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store Cabin by the Quartermen; but when you ſhall have occaſion to draw any Stores yourſelf, you are to do ſo by a Note, agreeably to the annexed Form, and you are, every evening, to ſign the Cabin-keeper's book for all articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright of all the Stores demanded by you in the courſe of that day.

Appendix, N° 2.

Appendix, N° 3.

10.

In the abſence of the Maſter Maſtmaker, whether from ſickneſs, by leave, or otherwiſe, you are carefully to attend to the performance of his duty; and when you ſhall be ſo directed, you are to aſſiſt in the ſurvey of all rough Maſts, Spars, and other Articles which may be ſupplied by Contract, and alſo in the ſurvey of all Maſts returned from Ships, or lower Maſts which may be reported to be defective on board of Ships; and in all caſes, while executing any part of the Maſter Maſtmaker's duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received and ſhall be communicated to you, are to be conſidered and attended to by you, in the ſame manner in all reſpects as if they had been orginally addreſſed to yourſelf. You are to obſerve, however, that on his return to his duty after having been abſent, you are to give him an Account in writing of what ſhall have been done in his abſence.

11.

You are from time to time to point out to the Maſter Maſtmaker, ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may repreſent the ſame to the Maſter Shipwright, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

12.

When it ſhall be neceſſary to work in the Maſt-houſe by candle-light, you are to demand ſuch candles as may be requiſite for that purpoſe; and you are to conſider it a moſt important part of your duty, to uſe every precaution in your power for the prevention of accident by fire.

13.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect a perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

14.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from

Inſtructions for the Foremen of the Maſtmakers at His Majeſty's Dock Yards.

from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

15.

Laſtly, you are conſtantly and unremittingly to aſſiſt the Maſter Maſtmaker in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as may from time to time be given or communicated to you by him, or any other your ſuperior Officer, whether verbally or in writing; and you are always to uſe your beſt endeavour to detect and puniſh embezzlement and abuſe of every kind. You are to ſuggeſt to the Maſter Maſtmaker any improvement in carrying on the buſineſs under your ſuperintendance, which may occur to you, for the benefit of His Majeſty's Service; and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE QUARTERMEN OF THE MASTMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Quartermen of the Maſtmakers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, the Maſter Maſtmaker, and the Foreman, to have the charge and ſuperintendance of a Company or Gang of Shipwrights, employed in the Maſt-houſe, conſiſting of ſuch number of Men as the Maſter Shipwright may direct; and you are to be conſtant in your attention to your duty, not only during the common working hours, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when your Company ſhall be at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Maſter Maſtmaker.

2.

You are, with the Maſter Maſtmaker, once in every Year, or oftener if required, to attend the ſhoaling of the Shipwrights, in ſuch manner as the Reſident Commiſſioner or Maſter Shipwright ſhall direct; and you are to keep a liſt of the individuals who ſhall compoſe the Company which may be placed under your ſuperintendance, and conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night, obſerving for this purpoſe that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent and do their duty.

3.

When your Men ſhall have been muſtered, you are to take particular care that they all proceed without loſs of time to their Work; and if any Perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, you are to report the circumſtance to the Maſter Maſtmaker, through whom it will be communicated to the Maſter Shipwright, who is to repreſent the ſame to the Commiſſioner, in order that ſuch Perſon may be mulcted or diſcharged, as the caſe may require.

4.

You are to employ your Company upon ſuch Work as the Foreman or other your ſuperior Officer may direct; and you are to take care, ſo far as it may depend on you, that by the time one piece of Work ſhall be finiſhed, every thing be pre-

Inſtructions for the Quartermen of the Maſtmakers at His Majeſty's Dock Yards.

pared for the Men to begin another, ſo that they may always be fully employed. You are alſo to take particular care that all Works performing by your Company, be in every reſpect executed in a ſubſtantial and workmanlike manner, and with as much expedition and economy as the nature of the Service will admit; obſerving, that you will be anſwerable for all ſuch Works, as well as for the conduct of all the perſons employed under you. You are, therefore, always to diſpoſe of your Men to the beſt advantage, and, when neceſſary, you are to allot to each individual the particular ſtint which he is to perform, keeping an Account of ſuch allotment, in order that any defects, when diſcovered, may be traced to the parties concerned, and that thoſe who may have improperly performed their work, may be mulcted or diſcharged, as the caſe may require.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for your Company, ſo that the Service may not be delayed by the want of any neceſſary article. And you are conſtantly to inſpect the Materials while under the hands of the Workman, and to pay the moſt particular attention to the quality, as well as the proper uſe and economy, of all Stores and Materials, in order that no defective or otherwiſe unfit article may be made uſe of, and that none be waſted or improperly applied, from the inability or careleſſneſs of the Workmen or Apprentices; taking care alſo, that all articles of Timber and Plank be lined and trimmed to the beſt poſſible advantage, and that nothing be hewn which can be ſawn to more advantage.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to abſent yourſelf from your immediate duty in ſearch of any Materials, unleſs called upon by the Timber Maſter to attend him for giving any information or explanation he may require, nor are you to allow any of your Company to leave their Work for that purpoſe; but you are to give an Account to the Maſter Maſtmaker of the exact dimenſions of every piece of Timber that you may require for any Work carrying on by your Company, as ſoon as the demand for it can be foreſeen; furniſhing him with ſuch Moulds and Bevelings as may be neceſſary to deſcribe the ſeveral Shapes of the converſions required, in order that he may make the neceſſary application to the Timber Maſter for the ſame. If ſuch Materials ſhould be required as are uſually kept in the Shipwright's Pound, you are to go thither, to ſee that no Stuff be taken of a quality ſuperior to what may be abſolutely neceſſary. And you are daily to deliver to the Foreman under whom you ſerve, an Account of all Timber and other Stores received by you in the courſe of each day, in order that he may ſign a Receipt to the Storekeeper for the ſame.

Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided a piece of Timber for any Work carrying on by your Company, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Maſter Maſtmaker, who, if he ſhould agree with you in opinion, will take the neceſſary meaſures for cauſing a piece of Timber to be provided inſtead of that objected to.

8.

You are to draw Stores from time to time from the Store Cabin, as they may be wanted, for any Work carrying on by your Company, ſending a Note under your hand to the Cabin-keeper according to the annexed Form, ſpecifying the Articles wanted; and you are, every evening, to ſign the Cabin-keeper's book for all the articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of that day. If you ſhould require any article of Stores not in the poſſeſſion of the Cabin-keeper, you are immediately to ſtate the circumſtance to the Maſter Maſtmaker, who will make the neceſſary application to the Maſter Shipwright on the ſubject.

Appendix, N° 2.

Appendix, N° 3.

9.

You are to take care to prepare and ſend to the Smithery, in due time, proper moulds and girts for hoops and fids for bolts, as the ſame may be required for the Works carrying on under your inſpection, with ſuch written directions as may be neceſſary for the guidance of the Maſter Smith, ſo that the Service may not be retarded;

Inſtructions for the Quartermen of the Maſtmakers at His Majeſty's Dock Yards.

tarded; and you are to be careful that no Article be taken from the Smithery, that is not exactly conformable to the mould or pattern ſent.

10.

When your Company ſhall work by candle-light, you are to demand ſuch candles as may be actually neceſſary for the purpoſe; and you are to conſider it a moſt important and ſerious part of your duty, to uſe every precaution in your power for the prevention of accident by fire.

11.

When any Work ſhall have been completed by your Company, you are, with the Maſter Maſtmaker and his Foreman, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, and particularly the articles of Copper, Iron, or other Metals which may have been iſſued for ſuch Work, have been expended, and duly applied to the purpoſes for which they were intended; and if any ſurplus Articles remain, you are, without delay, to return them into the Store Cabin, and ſee that the Cabin-keeper be re-charged with them.

12.

When your Company is employed in repairing a Maſt, Top, or other Article, you are to take care that all the Materials ſhifted, whether of Timber or Iron, be collected for the purpoſe of being delivered into Store.

13.

If, in the courſe of repairing any Maſts or other Article by the Company under your ſuperintendance, new defects ſhould be diſcovered, you are immediately to report them to the Maſter Maſtmaker or his Foreman, in order that you may receive further inſtructions for your proceeding.

14.

You are to keep an exact Account, according to the annexed Form, of the time of each perſon belonging to your Company, ſpecifying his employment on each day, and the time loſt by him in conſequence of non-attendance in the courſe of each week; and alſo, an Account of the time loſt by your Company in going to and returning from their Work when employed afloat. You are, on the evening of Friday in each week, to report in writing under your hand to the Maſter Maſtmaker, not only thoſe particulars, but alſo the quantity of Work executed by your Company in that week, which you are carefully to meaſure for that purpoſe; and you are to certify that all ſuch Work has been performed in a good and workmanlike manner; obſerving, that you will be anſwerable for the correctneſs of all Returns of this nature, as the pay of the Workmen is dependent on them. Appendix, N° 9.

15.

You are to take care that all Tools and other working Implements charged to the Workmen of your Company, be returned to the Cabin-keeper as ſoon as the ſpecial Service for which they were ſupplied has been performed.

16.

If any of the Men employed under your ſuperintendance ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame by a Note under your hand to the Surgeon of the Yard, and alſo to the Maſter Maſtmaker, who is to deliver the ſame to the Maſter Shipwright. You are in like manner to report to the Maſter Maſtmaker, when a Man, after having been ſick or hurt, ſhall return to his duty, and the Maſter Maſtmaker is to make the ſame known to the Maſter Shipwright.

17.

You are from time to time to point out to the Maſter Maſtmaker, for the information of the Maſter Shipwright, ſuch of the Workmen as ſhall appear to you incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require. You are particularly to attend to the abilities of the Workmen newly entered in the Yard, and, after a ſuitable trial, to report to the Maſter Maſtmaker your opinion with reſpect to their fitneſs for the Service.

18.

You are to pay every attention in your power to the inſtruction of the Apprentices in your Company, keeping an Account of their conduct and progreſſive improvement

Inſtructions for the Quartermen of the Maſtmakers at His Majeſty's Dock Yards.

ment while under your ſuperintendance; and you are to report to the Maſter Maſtmaker, for the information of the Maſter Shipwright, if any of the Men, deriving advantages from Apprentices as their inſtructors, ſhould neglect this important part of their duty.

19.

You are to pay due attention to ſuch Regulations as ſhall from time to time be eſtabliſhed by this Board, for the payment of weekly ſubſiſtence money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

20.

When the Men are attending the Evening Muſter, you are carefully to obſerve them, and to prevent to the utmoſt of your power any Article, even of the moſt trifling nature, belonging to Government, from being carried away, ſearching ſuch as you may ſuſpect of having any improper Articles concealed about them; and you are to uſe your beſt endeavour, upon all occaſions, to detect and prevent embezzlement and abuſe of every deſcription, reporting, without favour or partiality, whatever yu may diſcover of an improper nature to the Maſter Maſtmaker, for being made known to the Maſter Shipwright.

21.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other Perſon, having any connection, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

22.

The foregoing Articles of Inſtructions contain only a general outline of your duty; and it being impracticable, as well as unneceſſary, to define the various Services on which you muſt occaſionally be employed, it is proper to add, that you are required, on all occaſions, to ſet a good example to your Men, by paying the moſt ſtrict obedience and attention to all Regulations and Orders which ſhall from time to time be given by the Commiſſioner, Maſter Shipwright, or any other your ſuperior Officer, and by ſhewing a becoming zeal and alertneſs in carrying the ſame into effect. In ſhort, it is expected that you feel an intereſt in promoting His Majeſty's Service to the utmoſt of your power, and that you do, without favour or partiality, ſee that every perſon employed under you ſhall well and faithfully perform the Work required of him, and that you will not fail to repreſent to the Maſter Shipwright, Maſter Maſtmaker, or other ſuperior Officer, every inſtance of neglect or miſconduct which you may diſcover.

INSTRUCTIONS FOR THE MASTER BOAT-BUILDERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Maſter Boatbuilders at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, or Aſſiſtant in his abſence, to ſuperintend all Works carrying on at the Boat-houſe. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendance ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner,

Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

Inſtructions for the Maſter Boatbuilders at His Majeſty's Dock Yards.

2.

You are every evening to attend the Maſter Shipwright for the purpoſe of receiving his Inſtructions relative to the Work to be done on the following day; and you are to take particular care that all Works under your ſuperintendance be performed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you; therefore, if any of them ſhould miſbehave, or improperly perform their duty, you are without delay to report the circumſtance to the Maſter Shipwright.

3.

You are to keep a Liſt of the Quartermen, Artificers, and other Perſons who may from time to time be placed under your ſuperintendance, and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent. You are alſo occaſionally to muſter them yourſelf, eſpecially when you ſhall ſuſpect that any of them have left their Work, and to report to the Maſter Shipwright, and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen under your ſuperintendance ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted them reſpectively, taking particular care that all the Quartermen pay conſtant and unremitting attention to their duty. You are to allot to each Quarterman the particular Work upon which his Company is to be employed, and to keep an Account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under you, ſo that the Service may not be delayed for want of any neceſſary article. You are frequently to inſpect the Materials while working, and to pay the moſt particular attention to the quality, as well as the proper uſe and œconomy, of all Stores and Materials, in order that no unfit Articles may be made uſe of, and that none be waſted or embezzled.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you to leave work in ſearch of Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do for expediting the ſupply of the Materials which may be wanted; but you are to give an Account to the Timber Maſter of the exact dimenſions of every Article of Timber which you may require for any Service carrying on under your ſuperintendance, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended; and you are daily to ſign a Receipt, prepared by the Storekeeper, for every article of Timber iſſued from the Store in the courſe of each day, for the ſeveral Works entruſted to your ſuperintendance. Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided an article of Timber for any Work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and to notify your objections to the Timber Maſter in writing. If, notwithſtanding the objection ſtated, the Timber Maſter ſhould refuſe to ſupply Timber in its ſtead, you are to refer to the Maſter Shipwright for his deciſion. To prevent, however, any material delay, in caſe of the abſence of the Maſter Shipwright, you are to refer the matter to one of his Aſſiſtants, and if he ſhould ſee ſufficient reaſon to perſiſt in demanding that other Timber be provided, the Timber Maſter, on a

Inſtructions for the Maſter Boatbuilders at His Majeſty's Dock Yards.

repetition of the demand, is immediately to comply with it; and in ſuch caſe the Aſſiſtant is to be conſidered particularly reſponſible for its propriety.

8.

You are frequently to viſit the Store-cabin in your Department, to ſee that it be ſufficiently furniſhed with Stores of all kinds for the current Service. You are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keepers.

9.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store-cabin by the Quartermen; but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note agreeably to the annexed Form; and you are every evening to ſign the Cabin-keeper's book, for all articles ſo drawn by you in the courſe of the day; you are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day.

Appendix, N° 2.

Appendix, N° 3.

10.

You are to take care that proper Moulds and Fids, with deſcriptions when neceſſary, be prepared and ſent by the Quartermen to the Smithery, for all ſuch Iron-work as may be required for the Works carrying on under your inſpection, and you are to ſee that the ſame be ſupplied in good time; and alſo to take care, previouſly to any article being taken from the Smithery, that it be made exactly conformable to the Mould or Pattern ſent, ſo as to prevent the delay and expence which muſt attend the returning of it, in caſe it ſhould not anſwer the purpoſe for which it may have been intended.

11.

You are to mould the Timbers, and lay off on the floor ſections and plans of all Launches and other Boats ordered to be built agreeably to ſuch plans, drawings, and directions as you may receive; and you are to pay the utmoſt attention to the proper conſtruction of all Boats building under your ſuperintendance, inſtructing the Quartermen and others employed thereon, from time to time, reſpecting the manner in which the Work is to be executed.

12.

When any Boats ſhall be returned to the Boat-houſe from any of His Majeſty's Ships, you are to give the Boatſwain a receipt for them, and to give immediate notice thereof to the Clerk of the Survey in a Note under your hand, ſpecifying the length and condition of each Boat ſo returned, whether ſerviceable, reparable, or in a ſtate to be condemned; in order that the Storekeeper may be regularly charged therewith; and you are to keep an Account of the ſtate of all Boats ſo returned into Store.

13.

When a Boat of any deſcription is ordered for repair, you are, with the Foreman, carefully to ſurvey it, and to determine upon the degree of repair that may be requiſite or proper to beſtow on it; and you are to report the ſame in writing to the Maſter Shipwright, for the purpoſe of receiving his directions on the ſubject.

14.

You are to direct the Quartermen reſpecting the manner in which the repairs of particular defects in Boats are to be made, whether by replacing decayed parts, or otherwiſe, as the caſe may require; but if in the courſe of repairing a Boat, new defects ſhould be diſcovered, you are immediately to report the extent of them to the Maſter Shipwright, in order that you may receive further directions for your proceeding.

15.

When the building or repairs of any Boat ſhall have been completed, you are, with the Quartermen who may have had the immediate ſuperintendance of the Work, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, and particularly the articles of Copper, Iron, and other Metals, which may have been iſſued for ſuch Work, have been expended, and duly applied to the purpoſes for which they were intended; and if any ſurplus articles remain, you are

to

to see that they be forthwith returned into the Store-cabin, and that the Cabin-keeper be re-charged with them

Instructions for the Master Boatbuilders at His Majesty's Dock Yards.

16.

When any Boat shall appear to you to be in so bad a state as to be unfit for repair, you are to represent the same to the Master Shipwright, in order that he may, if he should think fit, direct it to be re-surveyed by you and a Shipwright Officer; and when any Boat, after having been condemned, shall be broken up, you are to see that all the articles of Iron and Copper taken out of such Boat, be carefully collected and returned into Store.

17.

You are from time to time to inform yourself of the degree of forwardness of the repairs, or fitting of Ships, for which Boats may be wanted, and to take particular care that all the Boats intended for them be ready for delivery when called for, so that the Service may not suffer by any delay in your Department.

18.

You are every morning to deliver, at the Office of the Master Shipwright, an Account of such Boats as may be ready for painting; and when any Boats built in the Yard shall have been completed, you are to give a Note of them to the Master Shipwright, estimating the value of each, in order that they may be charged to the Storekeeper accordingly.

19.

You are, at the end of each month, to deliver at the Master Shipwright's Office, a Note under your hand, of all such Boats as shall have been repaired for Sea Service in the course of the month, in order that they may be charged to the Storekeeper as serviceable, and deducted from the number which stood on his charge as reparable Boats. You are at the same time to state what Boats were condemned and broken up in that month, that they may be taken off the Storekeeper's charge accordingly.

20.

You are, if directed, twice in every week to inspect Boats building by Contract for His Majesty's Service, in the neighbourhood of the Yard, and you are to be attentive to the quality of the Copper Fastenings and other Materials, so that no defective or otherwise unfit article be used; you are also from time to time, according as you may be directed, to report to the Master Shipwright, for the information of this Board, the state of the Boats due from the Contractors, whether actually building or otherwise.

21.

When any Boats built by Contract are sent to the Yard to be delivered, you are carefully to measure them, to see that the dimensions are agreeable to Contract, previously to their being surveyed by the proper Officers; and you are also to assist the respective Officers in surveying such Boats, for the purposes of being received into Store or rejected, as the case may require.

22.

You are to be answerable for the safety, care, and preservation of all Boats in Store in the Yard; therefore, when any new Boats are finished, or when any serviceable or reparable Boats are returned to the Boat-house, you are to cause them to be carefully hung up, or stowed away in such places as may be appropriated for that purpose. You are also to keep a correct Account of all Boats in Store under your care, distinguishing such as are appropriated from such as are not, and specifying the condition of each.

23.

You are not to allow any Officer to exchange one Boat for another, without special orders from the Commissioner or principal Officers of the Yard, nor are you to deliver any Boat, for any purpose whatever, without receiving a Note under the hand of the Storekeeper, authorizing you to do so; but, upon the production of a Note from him, you are without delay to deliver the Boat or Boats therein expressed, and you are to keep a correct daily Account of all Boats which shall be so delivered by you.

24.

You are to take care that all Harbour Boats, issued for the use of the Workmen employed afloat, and for the Ships in ordinary, be regularly numbered, in order that the Quartermen and others to whom they may have been issued, may be the more easily charged with them; and as such persons are to be accountable for all

Boats

Inſtructions for the Maſter Boatbuilders at His Majeſty's Dock Yards.

Boats iſſued to them, you are, when any ſuch Boats ſhall have been returned, carefully to ſurvey them, and to report in writing the ſtate of them to the Maſter Shipwright, ſpecifying whether the damage ſuſtained by them, if any, ſhall appear to have been occaſioned by neglect or real ſervice. You are alſo to report in writing to the Maſter Shipwright, if you ſhould diſcover that any Boats, not in uſe, are left at the Wharfs or elſewhere, which ſhould have been returned to the Boat-houſe; and the perſon who may ſtand charged with ſuch Boats, is to be accountable for any damage which may be ſuſtained by his negligence in not returning them into Store.

25.

You are to tranſmit to the Storekeeper on Saturday in each week, an Account of all the Boats delivered by you in the courſe of that week, in virtue of his Notes; and alſo an Account of all the Boats in Store, whether appropriated or unappropriated.

26.

You are, when directed, to ſurvey, meaſure, and value the Boats belonging to Ships purchaſed or hired for His Majeſty's Service, and alſo all ſuch Boats as may be taken up and brought to the Yard for Salvage.

27.

You are, at the commencement of each month, and oftener if neceſſary, to prepare and preſent to the Maſter Shipwright, for his approval and ſignature, a demand for ſuch Boats as ſhall be known to be wanted for the Service of the Yard, or ſhall probably be wanted and cannot be built there.

28.

You are to take care that the Boat-builders be not employed in cleaning, hanging up, lowering, launching, or removing Boats, or in other Works which may be performed by Labourers, excepting in caſes of neceſſity when Labourers cannot be procured for ſuch purpoſes, and the Service will not admit of delay; and you are to take care that ſuch Labourers as may be employed under your inſpection, do ſtrictly attend their Work, and that no more be kept for the buſineſs of the Boat-houſe than may be abſolutely neceſſary.

29.

You are, when directed, to examine and check the demands made from Ships for Stores, for the purpoſe of repairing their own Boats.

30.

You are, when required, to join with the Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and the Timber Maſter, in carefully ſurveying and inſpecting the quality of all Stores and Materials which may be ſupplied by Contract for the uſe of your Department, giving your opinion how far each article may or may not be agreeable to the Contract, and fit for the Service.

31.

Appendix, N° 9.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs of all Works carrying on under your inſpection, or that have been completed in that week, certifying that every Work completed has been performed in a good and workmanlike manner, and ſpecifying the Ship's Boats that are in hand, and when they will be completed; and alſo the number of Men employed on each Work reſpectively, as well as the time loſt by each Man in the courſe of the week; you are to cauſe the ſeveral Quartermen for this purpoſe to furniſh you with a Statement in writing, under their hands, of the Works performed by their Companies reſpectively.

32.

You are to attend the annual ſhoalings of the Men into Gangs or Companies; and you are from time to time to point out to the Maſter Shipwright ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

33.

You are to attend at the Pay Office when the Boat-builders are paid, ſo as to be ready, if neceſſary, to give every information in your power relative to their time and earnings.

On

34.

Instructions for the Maſter Boatbuilders at His Majeſty's Dock Yards.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have an article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

35.

You are to take the moſt particular care that the Boat-houſe, and Cabin attached to it, be properly ſecured at night, that no perſon whatever be ſuffered to remain therein when locked up, and that all lights and fires be extinguiſhed previouſly to the people's going to the evening muſter; you are, without fail, to give a written report to this effect agreeably to the annexed Form, every evening, to the Officer having charge of the Civil Watch for the night; and alſo to lodge the key of the Boat-houſe with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work.

Appendix, N° 7.

36.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port, but when on duty beyond thoſe limits you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

37.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other Perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

38.

Laſtly, you are to conſider the Inſtructions contained in the foregoing Articles as a general outline only of your duty. It is further required of you, that you do at all times comply with ſuch directions as you may receive from the Maſter Shipwright, or Aſſiſtant in his abſence, and that you diligently and faithfully apply yourſelf to the execution of every ſuch Service as may be intruſted to your immediate inſpection; that you always afford to your ſuperior Officers every aſſiſtance in your power, in the performance of their reſpective duties, and ſuggeſt to them ſuch improvements and other matters as may occur to you, for the benefit of His Majeſty's Service.

INSTRUCTIONS FOR THE FOREMAN OF THE BOAT-BUILDERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foreman of the Boatbuilders at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and the Maſter Boatbuilder, to ſuperintend all the Workmen employed in the Boathouſe; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Boatbuilders are at

Inſtructions for the Foreman of the Boatbuilders at His Majeſty's Dock Yards.

work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Boatbuilder and the Maſter Shipwright.

2.

You are conſtantly to attend the muſtering of the Boatbuilders when they enter the Yard, obſerving for this purpoſe that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent.

3.

When the Boatbuilders ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to their Work without delay; if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, leave his Work during the working hours, or ſhould in any way miſbehave, you are to make a Report thereof to the Maſter Boatbuilder. You are alſo, according to ſuch directions as you may receive from the Maſter Boatbuilder, to allot to each Quarterman the particular Work to be done by the Gang or Company under his inſpection; and you are to take particular care that the Quartermen attend ſtrictly to their duty, and that all the Work performed in the Boatbuilders department be executed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service will admit.

4.

You are to follow ſuch directions as may, from time to time, be given to you by the Maſter Boatbuilder, relative to the building and repairing of all Launches, Cutters, and other Boats, and to inſtruct the Quartermen and Workmen reſpecting the manner in which the Work is to be executed.

5.

If in the courſe of repairing a Boat, any new defects ſhould be diſcovered, you are immediately to report the nature and extent of them to the Maſter Boatbuilder, in order that you may receive further directions for your proceeding.

6.

You are, under the directions of the Maſter Boatbuilder, to ſuperintend the ſtowing away and moving all Boats, and you are to direct the Labourers work in the Boathouſe, and ſee that they diligently perform their duty.

7.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you to leave his Work in ſearch of Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do, for expediting the ſupply of the Materials which may be wanted; but you are to give an Account to the Timber Maſter of the exact dimenſions of every article of Timber which you may require, for any Service carrying on under your ſuperintendance, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds and bevelings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended, and deliver to the Maſter Boatbuilder an Account of all the Timber received by you in the courſe of each day, in order that he may ſign a Receipt to the Storekeeper for the ſame.

Appendix, N° 1.

8.

If, after the Timber Maſter ſhall have provided an article of Timber for any Work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Maſter Boatbuilder, who, if he ſhould agree with you in opinion, will take the neceſſary meaſures for cauſing other Timber to be provided inſtead of that objected to.

9.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store Cabin by the Quartermen; but when you

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you shall have occasion to draw Stores yourself, you are to do so by a Note agreeably to the annexed Form; and you are every evening to sign the Cabinkeepers book, for all articles so drawn by you in the course of the day; you are also, daily, to send a Memorandum under your hand to the Master Shipwright, of all the Stores demanded by you in the course of that day.

Appendix, N° 2.
Appendix, N° 3.

10.

You are to assist the Master Boatbuilder in keeping a regular Account of the expenditure of all Stores in the Boathouse, whether in building or repairing Boats, so as to ascertain the expence of each.

11.

In the absence of the Master Boatbuilder, whether from sickness, by leave or otherwise, you are carefully to attend to the performance of his duty; and, when you shall be so directed, you are to assist in the survey of all Stores and Materials which may be supplied by Contract, and also in the survey of all Boats returned from Ships to the Yard, whether for repair or otherwise; and in all cases, while executing any part of the Master Boatbuilder's duty, whether in his absence or by his direction, all instructions and orders which he may have received, and shall be communicated to you, are to be considered and attended to by you, in the same manner, in all respects, as if they had been originally addressed to yourself: you are to observe, however, that on his return to his duty after having been absent, you are to give him an Account, in writing, of what shall have been done in his absence.

12.

You are, from time to time, to point out to the Master Boatbuilder such of the Workmen as shall appear to you to be incapable of performing a day's work, who will represent the same to the Master Shipwright, in order that he may, with the approbation of the Commissioner, place them on a reduced rate of earning, put them on the list for superannuation, or discharge them, as the case may require.

13.

When it shall be necessary to work in the Boathouse by candle-light, you are to demand such candles as may be required for that purpose; and you are to consider it a most important part of your duty, to use every precaution in your power for the prevention of accident by fire.

14.

On the ringing of the Bell for the Men to go out of the Yard, you are constantly to attend at the Gate, in order to prevent any article, however trifling, the property of Government, from being carried away, and if you should suspect any person to have any article concealed about him, you are to cause him to be forthwith searched; and in case of any thing improper being found upon him, the circumstance is to be reported to the Master Boatbuilder, who will communicate the same to the Master Shipwright.

15.

You are not, either directly or indirectly, to have any interest or concern whatever in any Vessel which may be purchased or hired for the Service of Government, or in the purchase of any Vessel from Government, or in any Stores purchased or sold by Government; nor are you, or any person for you, to demand or receive, under any name, promise, or pretence whatever, any perquisite, fee, gratuity, or reward, from any Contractor, Tradesman, Workman, or other person, having any connexion, either as a principal or an agent, with any part of your public duty, or having business to transact either at the Yard or at this Office; nor are you, or any person in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any person to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the prescribed Form, and give Bond in three times the amount of your Salary; and in case of default therein, you will be dismissed from your situation, and declared incapable of serving His Majesty in any civil capacity whatever.

16.

Lastly, you are constantly and unremittingly to assist the Master Boatbuilder in every part of his duty, strictly obeying and attending to all such orders and instructions as he may from time give or communicate to you, whether verbally or in writing. You are always to use your best endeavours to detect and prevent embezzlement and abuses of every kind; you are to suggest to the Master Boatbuilder any improvement

Inſtructions for the Foreman of the Boatbuilders at His Majeſty's Dock Yards.

provement in carrying on the buſineſs under your ſuperintendance, which may occur to you for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE QUARTERMEN OF BOAT-BUILDERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Quartermen of Boatbuilders at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, the Maſter Boatbuilder, and his Foreman, to have the charge and ſuperintendance of a Gang or Company of Boatbuilders or Shipwrights, who may be ordered to work in the Boat-houſe, conſiſting of ſuch number of Men and Apprentices as the Maſter Shipwright may direct; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when your Company ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Boatbuilder and the Maſter Shipwright.

2.

You are, with the Maſter Boatbuilder, once in every year, or oftener if required, to attend the ſhoaling of the Men, in ſuch manner as the Reſident Commiſſioner, or the Maſter Shipwright ſhall direct; and you are to keep a liſt of the individuals who ſhall compoſe the Company which may be placed under your ſuperintendance, and conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night; obſerving for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent and do their duty.

3.

When your Men ſhall have been muſtered, you are to take particular care that they all proceed, without loſs of time to their Work; and if any perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, you are to report the circumſtance to the Maſter Boatbuilder, through whom it will be communicated to the Maſter Shipwright, who is to repreſent the ſame to the Commiſſioner, in order that ſuch perſon may be mulcted or diſcharged, as the caſe may require.

4.

You are to employ your Company upon ſuch Work as the Maſter Boatbuilder, or other your ſuperior Officer, may direct, in building, repairing, or breaming Boats; and you are to take care, as far as it may depend on you, that by the time one piece of Work ſhall be finiſhed, every thing be prepared for the Men to begin another, ſo that they may always be fully employed. You are alſo to take particular care that all Works performed by your Company, be in all reſpects executed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service will admit; obſerving, that you will be anſwerable for all ſuch Works, as well as for the conduct of all the perſons employed under you. You are, therefore, always to diſpoſe of your Men to the beſt advantage, and, when neceſſary, you are to allot to each individual the particular ſtint which he is to perform, keeping a correct Account of ſuch allotment, in order that any defects, when diſcovered, may be traced to the parties concerned, and that thoſe who ſhall have improperly performed their Work, may be mulcted or diſcharged, as the caſe may require.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for your Company, ſo that the Service may not be delayed by the want of any neceſſary article; you are conſtantly to inſpect the Materials while under the hands

Inſtructions for the Quartermen of Boatbuilders at His Majeſty's Dock Yards.

hands of the Workmen, and to pay the moſt particular attention to the quality, as well as to the proper uſe and economy, of all Stores and Materials, in order that no defective or otherwiſe unfit article may be made uſe of, and that none be waſted or improperly applied.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to abſent yourſelf from your immediate duty in ſearch of Materials, unleſs called upon by the Timber Maſter to attend him for giving any information or explanation he may require, nor are you to allow any of your Company to leave their Work for that purpoſe; but you are to give an Account to the Maſter Boatbuilder of the exact dimenſions of every article of Timber that you may require for any Work carrying on by your Company, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch Moulds and Bevelings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may make the neceſſary application to the Timber Maſter for the ſame. If ſuch Materials ſhould be required as are uſually kept in the Shipwright's Pound, you are to go thither, to ſee that no Stuff be taken of a quality ſuperior to what may be abſolutely neceſſary. And you are daily to deliver to the Maſter Boatbuilder, an Account of all the Timber received by you in the courſe of each day, in order that he may ſign a Receipt to the Storekeeper for the ſame. Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided an article of Timber for any Work carrying on by your Company, you ſhould conſider it, with reſpect either to dimenſions or any other defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Maſter Boatbuilder, who, if he ſhould agree with you in opinion, will take the neceſſary meaſures for cauſing other Timber to be provided inſtead of that objected to.

8.

You are to draw Stores from time to time from the Store Cabin as they may be wanted, for any Work carrying on by your Company, ſending a Note under your hand to the Cabin-keeper according to the annexed Form, ſpecifying the Articles wanted; you are, every evening, to ſign the Cabin-keeper's book for all Articles ſo drawn by you in the courſe of the day; you are alſo daily to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day. If you ſhould require an Article of Stores not in the poſſeſſion of the Cabin-keeper, you are immediately to ſtate the circumſtance to the Maſter Boatbuilder, who will make the neceſſary application to the Maſter Shipwright on the ſubject. Appendix, N° 2. Appendix, N° 3.

9.

You are to take care to prepare and ſend to the Smithery, in due time, the proper Moulds and Fids for all ſuch Iron Work as may be required for the Works carrying on under your inſpection, with ſuch written directions as may be neceſſary for the guidance of the Maſter Smith, ſo that the Service may not be retarded; you are to take care that no article be taken from the Smithery, that is not exactly conformable to the Mould or Pattern ſent.

10.

When your Company ſhall work by candle-light, you are to demand ſuch candles as may be actually requiſite for the purpoſe; and you are to conſider it a moſt important and ſerious part of your duty, to uſe every precaution in your power for the prevention of accident by fire.

11.

When the building or repairing of a Boat ſhall have been completed by your Company, you are, with the Maſter Boatbuilder and the Foreman, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, particularly the Articles of Copper, Iron, or other Metals which may have been iſſued for ſuch Work, have been expended, and duly applied to the purpoſes for which they were intended. If any ſurplus Articles remain, you are without delay to return them into the Store Cabin, and ſee that the Cabin-keeper be re-charged with them.

12.

You are, when directed, to aſſiſt the Maſter Boatbuilder and the Foreman in the Survey of Boats ordered to be repaired, ſo as to determine the degree of

Inſtructions for the Quartermen of Boatbuilders at His Majeſty's Dock Yards

repair neceſſary and proper to be beſtowed on them; and if in the courſe of repairing a Boat by the Company under your ſuperintendance, new defects ſhould be diſcovered, you are immediately to report them to the Maſter Boatbuilder or the Foreman, in order that you may receive further inſtructions for your proceeding.

13.

Appendix, N° 9. You are to keep an exact Account, according to the annexed Form, of the time of every perſon belonging to your Company, ſpecifying his employment on each day, and the time loſt by him in conſequence of non attendance in the courſe of the week; and you are, on the evening of Friday in each week, to report the ſame in writing under your hand to the Maſter Boatbuilder, as alſo the quantity of Work executed by your Company in that week, which you are carefully to meaſure for the purpoſe, certifying that all ſuch Work has been performed in a good and Workmanlike manner. You are to obſerve, that you will be anſwerable for the correctneſs of all Returns of this nature, as the pay of the Workmen is dependent thereon.

14.

You are to take care that all tools and other working implements, charged to the Workmen of your Company, be returned to the Cabin-keeper, as ſoon as the ſpecial Service for which they were ſupplied has been performed.

15.

If any of the Men employed under your ſuperintendance ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Boatbuilder, who is to deliver the ſame to the Maſter Shipwright; you are, in like manner, to report to the Maſter Boatbuilder when a Man, after having been ſick or hurt, ſhall return to his duty, and the Maſter Boatbuilder is to make the ſame known to the Maſter Shipwright.

16.

You are, from time to time, to point out to the Maſter Boatbuilder, for the information of the Maſter Shipwright, ſuch of the Workmen as ſhall appear to you to be incapble of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require. You are particularly to attend to the abilities of Workmen newly entered in the Yard, and, after a ſuitable trial, to report to the Maſter Boatbuilder your opinion with reſpect to their fitneſs for the Service.

17.

You are to pay every attention in your power to the inſtruction of the Apprentices in your Company, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendance; and you are to report to the Maſter Boatbuilder, for the information of the Maſter Shipwright, if any of the Men, deriving advantage from Apprentices as their Inſtructors, ſhould neglect this important part of their duty.

18.

You are to pay due attention to ſuch Regulations as ſhall from time to time be eſtabliſhed by this Board, for the payment of weekly ſubſiſtence money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

19.

When the Men are attending the evening muſter, you are carefully to obſerve them, and to prevent, to the utmoſt of your power, any article, even of the moſt trifling nature, belonging to Government, from being carried away, ſearching ſuch as you may ſuſpect of having any improper articles concealed about them. You are to uſe your beſt endeavours, upon all occaſions, to detect and prevent embezzlement and abuſes of every deſcription, reporting, without favour or partiality, whatever you may diſcover of an improper nature to the Maſter Boatbuilder or the Foreman, for being made known to the Maſter Shipwright.

20.

When you ſhall be ordered to perform any duty beyond the limits of the Port, you ſhall be paid five ſhillings per day over and above your ſalary, and a reaſonable allowance for your travelling expences.

You

21.

Instructions for the Quartermen of Boatbuilders at His Majesty's Dock Yards.

You are not, either directly or indirectly, to have any interest or concern whatever in any Vessel which may be purchased or hired for the Service of Government, or in the purchase of any Vessel from Government, or in any Stores purchased or sold by Government; nor are you, or any person for you, to demand or receive, under any name, promise, or pretence whatever, any perquisite, fee, gratuity, or reward, from any Contractor, Tradesman, Workman, or other person having any connexion, either as a principal or an agent, with any part of your public duty, or having business to transact either at the Yard or at this Office; nor are you, or any person in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any person to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the prescribed Form, and to give Bond in three times the amount of your Salary; and in case of default therein, you will be dismissed from your situation, and declared incapable of serving His Majesty in any civil capacity whatever.

22.

The foregoing Articles of Instructions contain a general outline only of your duty; and it being impracticable, as well as unnecessary, to define the various Services on which you must be occasionally employed, you are required, on all occasions, to set a good example to your Men, by paying the most strict obedience and attention to all Regulations and Orders which shall from time to time be made or given by the Commissioner, Master Shipwright, Master Boatbuilder, or any other your superior Officer, and by shewing a becoming zeal and alertness in carrying the same into effect. In short, it is expected that you feel an interest in promoting His Majesty's Service to the utmost of your power, and that you do, without favour or partiality, see that every person employed under you shall well and faithfully perform the Work required of him, and that you will not fail to represent to the Master Shipwright, Master Boatbuilder, or other superior Officer, every instance of neglect or misconduct which you may discover.

INSTRUCTIONS FOR THE MASTER JOINERS OF HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commissioners of His Majesty's Navy.

ARTICLE 1.

Instructions for the Master Joiners at His Majesty's Dock Yards.

YOU are, under the direction of the Master Shipwright and his Assistants, to superintend all Works carrying on by the Joiners, whether on shore or afloat, and you are to be constant in your attention to your duty, not only during the common working hours of the Yard, but also at all other times, whether by day or by night, when you shall be required to attend, or when any of the people under your superintendance shall be at work; observing that you are not, on any account or under any pretence whatever, to be absent for a day, without leave from the Resident Commissioner, nor for any less period, without the knowledge and consent of the Master Shipwright.

2.

You are, every evening, to attend the Master Shipwright, for the purpose of receiving his instructions relative to the Work to be done on the following day; and you are to take particular care that all Works under your superintendance be performed in a good and workmanlike manner, and with as much expedition and œconomy as the nature of the Service may possibly admit; observing, that you will be answerable for the conduct of all persons employed under you, and therefore if any of them should misbehave or improperly perform their duty, you are, without delay, to report the circumstance to the Master Shipwright.

3.

You are to keep a List of the Foremen and leading Men, Artificers, and other Persons who may from time to time be placed under your superintendance, and you are constantly to attend the mustering of them when they enter the Yard, taking care that no Man answers for another, in order that the Clerk of the Check, by such imposition, may not mark any as mustered excepting those who shall be present.

Inſtructions for the Maſter Joiners at His Majeſty's Dock Yards.

preſent. You are alſo occaſionally to muſter them yourſelf, eſpecially when you ſhall ſuſpect that any of them have left their Work, and to report to the Maſter Shipwright and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen under your ſuperintendance ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted to them reſpectively, taking particular care that all the Foremen and leading Men pay conſtant and unremitting attention to their duty; and you are to allot to each Foreman and leading Man the particular Work upon which his Company is to be employed, and to keep an Account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under your ſuperintendance, ſo that the Service may not be delayed by the want of any neceſſary article; and you are frequently to inſpect the Materials while working, and to pay the moſt particular attention to the quality, as well as to the proper uſe and œconomy, of all Stores and Materials, in order that no unfit articles may be made uſe of, and that none be waſted or improperly applied, from the inability or careleſsneſs of the Workmen or Apprentices; taking care alſo, that all articles of Timber, after being ſupplied by the Timber Maſter, be lined and trimmed to the beſt poſſible advantage, and that nothing be hewn which can be ſawn to more advantage.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſons employed under you to leave work in ſearch of Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do for expediting the ſupply of the Materials; but you are to give an Account to the Timber Maſter of the exact dimenſions of every piece of Timber which you may require for any Service carrying on under your ſuperintendance, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch Moulds as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended; and you are daily to ſign a Receipt prepared by the Storekeeper, for every article of Timber iſſued from the Store in the courſe of each day for the ſeveral Works entruſted to your ſuperintendance.

Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided an article of Timber for any Work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and to notify your objections to the Timber Maſter in writing; and if, notwithſtanding the objections ſtated, the Timber Maſter ſhould refuſe to ſupply Timber in its ſtead, you are to refer to the Maſter Shipwright for his deciſion. To prevent, however, any material delay in the abſence of the Maſter Shipwright, you are to refer the matter to one of his Aſſiſtants, and if he ſhould ſee ſufficient reaſon to perſiſt in demanding that other Timber be provided, the Timber Maſter, on a repetition of the demand, is immediately to comply with it; and in ſuch caſe the Aſſiſtant is to be conſidered particularly reſponſible for its propriety.

8.

You are frequently to viſit the Store Cabin in your Department, to ſee that it be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hours as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper.

9.

The Stores required for carrying on the Works under your ſuperintendance, are generally to be drawn from the Store Cabin by the Foreman; but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note agreeably to the annexed

annexed Form, and you are, every evening, to ſign the Cabin-keeper's book for all Articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of that day.

Inſtructions for the Maſter Joiners at His Majeſty's Dock Yards.

Appendix, N° 2.

10.

You are to take care that proper moulds and correct deſcriptions, when neceſſary, be prepared and ſent by the Foreman and Leading Men to the Smithery, for all ſuch Iron Work as may be required for the Works carrying on under your inſpection, ſo that the Service may not be retarded; and you are to take care that no Article be taken from the Smithery, that is not exactly conformable to the mould or pattern ſent. Appendix, N° 3.

11.

You are to ſuperintend the making and glazing of Saſhes for Ships, and the making of all other Works for Sterns and Galleries of Ships, together with Bulk-heads, Companions, Port and Magazine Saſhes, Officers Cabins and Births, ſtanding Pantries, emboſſing Scrowls and Banniſters, and all Rails for the Head, Stern, Sides, and other parts of Ships. You are alſo to attend to the planing of all Beams, Knees, Earlings, Ledges, Deals for the Deck, and all other Works which may require to be planed for Ships building, fitting or refitting.

12.

You are to attend to the making of all Ship's Furniture, ſuch as Tables, Moving Pantries, Bittacles, Bedſteads, Cot Frames, Log Boards and Reels, Filling Troughs, and all other Articles on which the Joiners may, at any time, be employed in the Yard. You are to take care to provide all ſuch Articles according to the directions which you may receive from the Maſter Shipwright, in ſuch time as that His Majeſty's Service may not be retarded by the want of them, cauſing all Articles, when finiſhed, to be immediately delivered into Store, and delivering a Note thereof to the Maſter Shipwright and Clerk of the Survey, in order that the Storekeeper may be regularly charged with the ſame.

13.

When any of His Majeſty's Ships ſhall arrive to refit, you are, if directed, to repair on board for the purpoſe of examining their defects, and to report the ſame to the Maſter Shipwright, in order that you may receive his directions on the ſubject; and you are to make notes of the quantity of Materials required to make good the defects of each Ship or Veſſel, entering the ſame in a Book which is to be kept by you for that purpoſe.

14.

When any of the Joiners ſhall be ordered afloat, you are to cauſe all the Stores and Materials which it may be proper for them to take with them to be got in readineſs in proper time, but you are to be particularly careful that no unneceſſary Article of Stores, nor any Materials of an improper Quality be ſent from the Yard on any ſuch occaſion; for which purpoſe, and for preventing embezzlement of every kind, you are, if your other duties will admit, to attend at the Landing-place when the Workmen are going afloat, as well as when they return to the Yard from work; and on their return you are to cauſe the Foremen and Leading Men ſtrictly to account for all Stores with which they ſhall have been furniſhed, taking care that all ſurplus Articles which may have been drawn from the Cabin, be returned thither and re-charged to the Cabin-keeper; and that all other ſurplus Articles be returned to the Storekeeper, and re-charged to him, by a Note from the Maſter Shipwright and Clerk of the Survey. Appendix, N° 4.

15.

When the Joiners are to be employed on board a Ship in Commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent or cauſe to be preſented to the Captain or Commander, a Liſt, ſigned by yourſelf, of the names and qualities of all perſons to be ſo employed; and fail not to ſignify to him any increaſe or diminution of the number of Workmen, in order that the victualling may be regulated accordingly. Appendix, N° 6.

16.

When the Joiners are employed afloat, you or the Foreman are to viſit them at leaſt once in every day, and as much oftener as the neceſſary attention to your other duties will admit; and you are to take care that none of them be ſuffered to go on ſhore for any Materials that may be wanted, or on any other pretence during the working hours, but you are to take immediate meaſures for ſending to them by your

Inſtructions for the Maſter Joiners at His Majeſty's Dock Yards.

Boat ſuch articles as may be required. You, or the Foreman, are to keep an exact Account of the time unavoidably loſt by the men in going to and returning from their Work afloat, in order that a juſt allowance may be made to them for the ſame.

17.

When any Stores relating to your Department ſhall be returned from a Ship, you are to give a receipt for the ſame to the Carpenter; and you are forthwith to deliver to the Maſter Shipwright, and Clerk of the Survey, an Account of all Stores ſo returned, in order that the Storekeeper may be regularly charged therewith.

18.

You are to direct the Foreman and Leading Men, reſpecting the manner in which the repairs of particular defects, in any Works relating to your Department, are to be made good, according to the approved Eſtimates which may be made thereof; and if, in the courſe of repairing any Work, any new defects ſhould be diſcovered, not provided for in the original Eſtimate, you are immediately to report the extent of them to the Maſter Shipwright, in order that you may receive further directions for your proceeding.

19.

When any Work under your charge ſhall have been completed, you are, with the Foreman or Leading Man who may have had the immediate ſuperintendence of it, carefully to inſpect the ſame, for the purpoſe of aſcertaining whether all the Stores, and particularly the articles of Glaſs, Copper, Iron, and other Metals which may have been iſſued for ſuch Work, have been expended and duly applied to the purpoſes for which they were intended; and if any ſurplus Articles remain, you are to ſee that they be forthwith returned into the Store Cabin, and that the Cabin-keeper be charged with them.

20.

You are, when directed, to viſit Merchants Yards, in which any of His Majeſty's Ships may be building or repairing, for the purpoſe of inſpecting the Joiner's Work, and of giving ſuch directions as may appear to you to be neceſſary for the proper performance thereof; and if you ſhould diſcover any defect or inſufficiency in any Materials uſed or Work performed, on the part of a Contractor, you are immediately to report the circumſtance to the Maſter Shipwright.

21.

You are, when required, to join with the Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and the Timber Maſter, in carefully ſurveying and inſpecting the quality of all Stores and Materials which may be ſupplied by Contract for the uſe of your Department, giving your opinion how far each article may or may not be agreeable to Contract, and fit for the Service.

22.

You are, when you ſhall be ſo directed, to join in the Survey of the Joiner's Work of Ships intended to be purchaſed or hired for His Majeſty's Service; and you are faithfully to report to the principal Officers attending ſuch Survey, your opinion reſpecting the condition and value of ſuch Works.

23.

You are to furniſh the Maſter Shipwright regularly on Saturday Morning in each week, or on ſuch other day as may be directed, with a weekly progreſs of all Works carrying on under your inſpection, or that have been completed in that week, ſpecifying the quantity of Work performed, and the number of Men employed on each Work, as well as the time loſt by each Man in the courſe of the week, certifying that all Works completed have been performed in a good and workmanlike manner.

Appendix, N° 9.

24.

You are not, on any pretence whatever, to allow a Joiner to be employed on private Work, either on ſhore or on board of a Ship, or to perform any Work, however ſmall, excepting ſuch as may be ordered by the Maſter Shipwright; and if you ſhould at any time diſcover an abuſe of this nature, you are forthwith to report the circumſtance to him.

25.

All perſons propoſed to be entered as Joiners in the Yard, are to be examined by you with reſpect to their ability and fitneſs for the Service; and you are to report, in writing, the reſult of every ſuch examination to the Maſter Shipwright.

You

26.

Inſtructions for the Maſter Joiners at His Majeſty's Dock Yards.

You are, from time to time, to point out to the Maſter Shipwright ſuch Men employed under your ſuperintendence as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed upon a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require.

27.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Shipwright; and you are, in like manner, to report to the Maſter Shipwright, when a Man, after having been ſick or hurt, ſhall return to his duty.

28.

You are to attend at the Pay Office when the Workmen under your ſuperintendence are paid, ſo as to be ready, if neceſſary, to give every information in your power, relative to their time and earnings.

29.

You are to take the moſt particular care that the Shop and Cabin be properly ſecured at night, that all lights and fires be extinguiſhed before the people go to the evening muſter; and that no perſon whatever be ſuffered to remain in either when locked up; you are, without fail, to give a written report every evening to this effect, agreeably to the annexed Form, to the Officer having charge of the Civil Watch, and to lodge the key of the Shop with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work

Appendix, N° 7.

30.

On the ringing of the Bell for the Men to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

31.

You are not to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

32.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

33.

Laſtly, you are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner or the Maſter Shipwright; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully

Inſtructions for the Maſter Joiners at His Majeſty's Dock Yards.

faithfully to apply yourſelf to the execution of every ſuch Service as may be intruſted to your immediate inſpection; and you are to ſuggeſt to the Maſter Shipwright, any improvements in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, always uſing every means in your power to detect and prevent embezzlement and abuſes of every kind, and reporting to the Maſter Shipwright any difficulty or obſtruction which you may meet with, in performing any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE MASTER HOUSE CARPENTERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Maſter Houſe Carpenters at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend all Works carrying on by the Houſe Carpenters, Glaziers, and Wheelwrights employed in the Yard; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendence ſhall be at work, obſerving that you, are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are every evening to attend the Maſter Shipwright for the purpoſe of receiving his inſtructions relative to the work to be done on the following day; and you are to take particular care that all Works under your ſuperintendence be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you, therefore, if any of them ſhould miſbehave or improperly perform their duty, you are, without delay, to report it to the Maſter Shipwright.

3.

You are to keep a Liſt of all the Foremen and Leading Men, Artificers, and other Perſons, who may from time to time be placed under your ſuperintendence; and you, or the Foreman, are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be preſent. You are alſo occaſionally to muſter them yourſelf, eſpecially when you ſhall ſuſpect that any of them have left their Work, and to report to the Maſter Shipwright and Clerk of the Check all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Workmen under your ſuperintendence ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted to them reſpectively, taking particular care that all the Foremen and Leading Men pay conſtant and unremitting attention to their duty. You are to allot to each Foreman and Leading Man the particular Work upon which the Workmen under him are to be employed, and to keep an Account of ſuch allotment, in order that you make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under you, ſo that the Service may not be delayed by the want of any neceſſary Article. You are frequently to inſpect the Materials while working, and to pay the moſt particular attention to the quality, as well as to the proper uſe and economy, of all Stores and Materials, in order that no unfit Articles may be made uſe of, and that none be waſted or improperly applied, from the inability or careleſsneſs of the Workmen or Apprentices; taking care alſo, that all

Articles

Instructions for the Maſter Houſe Carpenters at His Majeſty's Dock Yards.

articles of Timber be lined and trimmed to the beſt poſſible advantage, and that nothing be hewn which can be ſawn to more advantage.

6.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to allow any perſon employed under you to leave work in ſearch of Materials, nor are you to abſent yourſelf from your immediate duty for that purpoſe, excepting when it may be neceſſary for you ſo to do for expediting the ſupply of the Materials which may be wanted; but you are to give an Account to the Timber Maſter of the exact dimenſions of every piece of Timber which you may require for any Service carrying on under your ſuperintendence, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch moulds as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended; and you are daily to ſign a Receipt, prepared by the Storekeeper, for every article of Timber iſſued from the Store in the courſe of each day, for the ſeveral Works intruſted to your ſuperintendence. Appendix, N° 1.

7.

If, after the Timber Maſter ſhall have provided a piece of Timber for any Work under your immediate inſpection, you ſhould conſider it, with reſpect to dimenſions or any defects, as unfit for the purpoſe intended, you are to refuſe it, and to notify your objections to the Timber Maſter in writing; if, notwithſtanding the objection ſtated, the Timber Maſter ſhould refuſe to ſupply another piece in its ſtead, you are to refer to the Maſter Shipwright for his deciſion. To prevent, however, any material delay in caſe of the abſence of the Maſter Shipwright, you are to refer the matter to one of his Aſſiſtants, and if he ſhould ſee ſufficient reaſon to perſiſt in demanding that another piece of Timber be provided, the Timber Maſter, on a repetition of the demand, is immediately to comply with it; and in ſuch caſe the Aſſiſtant is to be conſidered particularly reſponſible for its propriety.

8.

You are frequently to viſit the Store Cabin in your Department, to ſee that it be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office, on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper.

9.

The Stores required for carrying on the Works under your ſuperintendence, are generally to be drawn from the Store Cabin by the Foreman, but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note, agreeably to the annexed Form; and you are, every evening, to ſign the Cabin-keeper's book for all Articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day. Appendix, N° 2. Appendix, N° 3.

10.

You are to take care that proper Moulds and Fids, with deſcriptions when neceſſary, be prepared and ſent by the Foremen and Leading Men to the Smithery, for all ſuch Iron Work as may be required for the Works carrying on under your inſpection, that the Service may not be retarded; and you are to take care that no Article be taken from the Smithery, that is not exactly conformable to the mould or pattern ſent.

11.

You are to ſuperintend the building and repairing of all Docks, Slips, Wharfs, Jetty-heads Maſt-docks, Seaſoning Sheds, Props for Moorings, Platforms, Bridges, Cranes, Crabs, Bell Frames, Waggons, Carts, Sledges, Timber Carriages, Store-houſes, Dwelling-houſes, Offices, Shops, and all other Houſes and Buildings in the Yard; and you are, according to the directions which you may receive, to prepare Plans, Elevations, and Eſtimates of all buildings, repairs, and alterations, which may be propoſed to be made in the Dock Yard or its neighbourhood.

12.

You are to attend to the making of all Hen-coops, Steering-wheels, Arm cheſts, Powder-cheſts, Cartridge-cheſts, Colour-cheſts, and Compaſs-cheſts; and

Inſtructions for the Maſter Houſe Carpenters at His Majeſty's Dock Yards.

alſo to the making of Wooden Screws, the ſtocking of Bells, as well as all other Works on which the Houſe Carpenters may at any time be employed in the Yard; and you are to take care to provide all ſuch Articles, according to the directions which you may receive from the Maſter Shipwright, in ſuch time as that His Majeſty's Service may not be retarded by the want of them.

13.

You are, as you may be directed by the Maſter Shipwright, to ſuperintend the fitting of Ships with Store-rooms, Bread-rooms, and Magazines, and when any of the Houſe Carpenters ſhall be ordered afloat for thoſe or other purpoſes, you are to cauſe all the Stores and Materials which it may be proper for them to take with them, to be got in readineſs in due time; but you are to take particular care, that no unneceſſary article of Stores nor any Materials of an improper quality, be ſent from the Yard on any ſuch occaſion; for which purpoſe, and for preventing embezzlement of every kind, you are, if your other duties will admit, to attend at the Landing-place when the Workmen are going afloat, as well as when they return to the Yard from work; and on their return, you are to cauſe the Foremen and Leading Men ſtrictly to account for all Stores with which they ſhall have been furniſhed, taking care that the ſurplus Articles which may have been drawn from the Cabin be returned thither, and re-charged to the Cabin-keeper, and that all other ſurplus Articles be returned to the Storekeeper and re-charged to him, by a Note from the Maſter Shipwright and Clerk of the Survey.

14.

When the Houſe Carpenters are to be employed on board a Ship in Commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent or cauſe to be preſented to the Captain or Commander, a Liſt, ſigned by yourſelf, of the names and qualities of all the perſons to be ſo employed; and fail not to ſignify to him, any increaſe or diminution of the number of Workmen, in order that the Victualling may be regulated accordingly.

Appendix, N° 6.

15.

When the Houſe Carpenters are employed afloat, you or the Foreman are to viſit them at leaſt once in every day, and as much oftener as the neceſſary attention to your other duties will admit; and you are to take care that none of them be ſuffered to go on ſhore for any Materials that may be wanted, or on any other pretence during the working hours, but you are to take immediate meaſures for ſending to them ſuch Articles as may be required; and you or the Foreman are to keep an exact Account of the time unavoidably loſt by the Men in going to and returning from their Work afloat, in order that a juſt allowance may be made to them for the ſame.

16.

You are frequently to examine and ſurvey all Works connected with your Department, which may be carried on by Contract in the Yard, and you are to take care that the ſame be done in a good and workmanlike manner, and in every reſpect agreeably to Contract, reporting to the Maſter Shipwright if you ſhould diſcover any abuſe in this reſpect. You are alſo, with the proper Officers, to attend the Survey and Meaſurement of all Works ſo performed.

17.

You are frequently to ſurvey the Roofs and every other part of all Buildings in the Dock Yard, to ſee whether any and what repairs may be wanted; and you are, at the end of each month, regularly to report the ſame in writing to the Maſter Shipwright; obſerving that, if you ſhould diſcover any defects which may require immediate repair, they are to be reported without any delay whatever, in order that you may receive the Maſter Shipwright's directions on the ſubject.

18.

You are frequently to examine the Hatches and Screws of the Dock Sides and Maſt Ponds, reporting without delay to the Maſter Shipwright any defects which you may diſcover, in order that you may receive his directions on the ſubject; and you are, at the end of each quarter, to report in writing to him the actual ſtate thereof. You are alſo to pay due attention to the Gates of the Docks, and to take particular care that they be always kept in good order.

You

Instructions for the Maſter House Carpenters at His Majeſty's Dock Yards.

19.

You are, at leaſt once in every quarter of a year, carefully to ſurvey the Boundary Wall of the Yard, for the purpoſe of preventing any Encroachment from being made thereon; and you are to report the reſult of every ſuch Survey to the Maſter Shipwright, in writing under your hand.

20.

You are, at leaſt once in every month, to examine the ſtate of the Fire Engines, Fire Buckets, &c. belonging to the Yard; and you are to report the condition in which you find them, in writing, to the Maſter Shipwright, at the end of each month.

21.

You are to direct the Foremen and Leading Men reſpecting the manner in which the repairs of particular defects in Buildings, or other Works relating to your Department, are to be made; and if, in the courſe of repairing any Houſe or other Work, any new defects ſhould be diſcovered, not provided for in the original Eſtimate, you are immediately to report the extent of them to the Maſter Shipwright, in order that you may receive further directions for your proceeding.

22.

When any Work under your charge ſhall have been completed, you are, with the Foreman or Leading Man who may have had the immediate ſuperintendence of it, carefully to inſpect the ſame, for the purpoſe of aſcertaining whether all the Stores, and particularly the Articles of Copper, Iron, and other Metals, which may have been iſſued for ſuch Work, have been expended and duly applied to the purpoſes for which they were intended. If any ſurplus Articles remain, you are to ſee that they be forthwith returned into the Store Cabin, and that the Cabin-keeper be re-charged with them.

23.

You are, when required, to join with the Maſter Shipwright, Clerk of the Check, Storekeeper, Clerk of the Survey, and the Timber Maſter, in carefully ſurveying and inſpecting the quality of all Stores and Materials which may be ſupplied by Contract for the uſe of your Department, giving your opinion how far each Article may or may not be agreeable to Contract, and fit for the Service.

24.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs, according to the annexed Form, of all Works carrying on under your inſpection, or that have been completed in that week, ſpecifying the quantity of Work performed, and the number of Men employed on each Work, as well as the time loſt by each Man in the courſe of the week; and certifying that all Works completed have been performed in a good and workmanlike manner. Appendix, N° 9.

25.

You are not, on any pretence whatever, to allow a Houſe Carpenter to be employed, on any private Work, either on ſhore or on board of a Ship, or to perform any Work, however ſmall, excepting ſuch as may be ordered by the Maſter Shipwright; and if you ſhould at any time diſcover an abuſe of this nature, you are forthwith to report the circumſtance to him.

26.

All perſons propoſed to be entered as Houſe Carpenters, Wheelwrights, or Glaziers in the Yard, are to be examined by you with reſpect to their ability and fitneſs for the Service; and you are to report, in writing, the reſult of every ſuch examination to the Maſter Shipwright.

27.

You are from time to time to point out to the Maſter Shipwright, ſuch Men employed under your ſuperintendence as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed upon a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require.

If

28.

Inſtructions for the Maſter Houſe Carpenters at His Majeſty's Dock Yards.

If any Man employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Shipwright; and you are, in like manner, to report to the Maſter Shipwright, when a Man, after having been ſick or hurt, ſhall return to his duty.

29.

You are to attend at the Pay Office when the Workmen under your ſuperintendence are paid, ſo as to be ready, if neceſſary, to give every information in your power relative to their time and earnings.

30.

On the ringing of the Bell for the Men to go out of the Yard, you or the Foreman are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon having any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

31.

You are to take the moſt particular care that the Shop and Cabin be properly ſecured at night, that all lights and fires be extinguiſhed before the people go to the evening muſter, and that no perſon whatever be ſuffered to remain in either when locked up. You are, without fail, to give a written report to this effect agreeably to the annexed Form, every evening, to the Officer having charge of the Civil Watch for the night, and to lodge the key of the Shop with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work.

Appendix, N° 4.

32.

You are not, to have any allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

33.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

34.

Laſtly, you are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner or the Maſter Shipwright; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully to apply yourſelf to the execution of every ſuch Service as may be entruſted to your immediate inſpection. You are to ſuggeſt to the Maſter Shipwright any improvement, in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and always to uſe every means

means in your power to detect and prevent embezzlement and abuſes of every kind, and report to the Maſter Shipwright any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover.

Inſtructions for the Maſter Houſe Carpenters at His Majeſty's Dock Yards.

INSTRUCTIONS FOR THE FOREMEN OF THE JOINERS AND HOUSE CARPENTERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Maſter of the Department or Trade to which you belong, to ſuperintend all the Workmen of your Trade employed in the Yard; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendence are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright, and Maſter of your immediate Department.

Inſtructions for the Foremen of Joiners and Houſe Carpenters at His Majeſty's Dock Yards.

2.

You are conſtantly to attend the muſtering of the people under your ſuperintendence when they enter the Yard; and you, or the Maſter, are likewiſe to attend the muſtering of them upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men, and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty.

3.

When your people ſhall have been muſtered, upon coming into the Yard, you are to cauſe them to proceed to work without any delay, and if any perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, leave his Work during the working hours, or in any way miſbehave, you are to report the circumſtance to the Maſter of your Department. You are alſo, according to ſuch directions as you may receive from the Maſter, to allot to each Leading-man the particular Work to be done by the Workmen under his inſpection; and you are to take care that the Leading-men attend ſtrictly to their duty, and that all the Works performed in your Department be executed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service will admit, carefully inſtructing the Leading-men and Workmen reſpecting the manner in which ſuch Work is to be performed.

4.

If, in the courſe of repairing Buildings or other Works in your Department, new defects ſhould be diſcovered, you are immediately to report them to the Maſter of your Department, in order that you may receive further directions for your proceeding.

5.

The Timber Maſter being charged with the entire management and converſion of Timber, whether new or old, you are not to abſent yourſelf from your immediate duty in ſearch of any Materials, unleſs called on by the Timber Maſter to attend him, for giving ſuch information or explanation as he may require; nor are you to allow any of the Workmen employed under you to leave Work for that purpoſe, but you are to give an Account to the Timber Maſter of the exact dimenſions of every piece of Timber that you may require for Work carrying on under your inſpection, as ſoon as the demand for it can be foreſeen, furniſhing him with ſuch Moulds and Bevellings as may be neceſſary to deſcribe the ſeveral ſhapes of the converſions required, in order that he may have ſufficient time to ſelect the Timber moſt ſuitable to the purpoſes for which it is intended; and you are daily to deliver to the Maſter of your immediate Department, an Account of all the Timber

Inſtructions for the Foremen of Joiners and Houſe Carpenters at His Majeſty's Dock Yards.

received by you in the courſe of each day, in order that he may ſign a Receipt to the Storekeeper for the ſame.

6.

If, after the Timber Maſter ſhall have provided any Timber for Work under your immediate inſpection, you ſhould conſider it, with reſpect either to dimenſions or any defects, as unfit for the purpoſe intended, you are to object to it, and to make the circumſtance known to the Maſter of your Department, who, if he ſhould agree with you in opinion, will take the neceſſary meaſures for cauſing Timber to be provided inſtead of that objected to.

7.

You are to draw Stores from time to time from the Store Cabins as they may be wanted, for the Services carrying on by Workmen under your ſuperintendence, ſending a Note under your hand to the Cabin-keeper, according to the annexed Form, ſpecifying the Articles wanted, and you are to ſign the Cabin-keeper's book for all the Articles ſo drawn by you in the courſe of the day; and you are daily to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day, ſpecifying the Cabins from which you may have received them. If you ſhould require any article of Stores not in the poſſeſſion of the Cabin-keepers, you are immediately to ſtate the circumſtance to the Maſter of your Department, who will make the neceſſary application to the Maſter Shipwright on the ſubject.

8.

You are to take care to prepare and ſend to the Smithery, in due time, proper Moulds for any Iron Work which may be required for Works carrying on under your inſpection, with ſuch written directions as may be neceſſary for the guidance of the Maſter Smith, ſo that the Service may not be retarded; and you are to take care that no article be taken from the Smithery, that is not exactly conformable to the Mould or Pattern ſent.

9.

When you ſhall be ordered, with any of the Workmen under your ſuperintendence, on board a Ship afloat, you are to provide your Store Cheſt with ſuch Candles, Nails, and other ſmall Stores, as you may foreſee the want of, taking care that no Workman under your ſuperintendence be ſuffered to go on ſhore for any Materials, or on any other pretence to abſent himſelf from his Work; and if a ſupply of Stores ſhould be required while your people remain on board, you are to make the ſame known to the Maſter of your Department, who will cauſe the Articles wanted to be ſent to them. You are alſo to keep an exact Account of the time unavoidably loſt by the Men in going to and returning from Work afloat, and of the ſeveral Works performed by them on board, taking particular care that each Work be properly and ſpeedily executed, and that the Stores and Materials of every kind carried on board for the equipment of the Ships, be uſed with all poſſible economy, and every ſurplus Article, however trifling, be carried on ſhore, and returned to the Store-cabin or Storekeeper, as the Maſter of your Department ſhall direct.

10.

When any Workmen under your ſuperintendence ſhall be employed on board a Ship where they are victualled, you are to take care to report to the Commanding Officer, if any of the Men or Apprentices inſerted in the liſt originally delivered, ſhould be taken away for other Service, or on any other Account leave the Ship, in order that the proviſions for ſuch perſons may be ſtopped accordingly.

11.

When any Work ſhall have been completed by the Workmen under your ſuperintendence, you are, with the Maſter, carefully to inſpect it, for the purpoſe of aſcertaining whether all the Stores, particularly the Articles of Copper, Braſs, Iron, or other Metals, which may have been iſſued for ſuch Works, have been expended, and duly applied to the purpoſes for which they were intended; and if any ſurplus Articles remain, you are, without delay, to return them to the Store-cabin.

12.

You are not, on any pretence whatever, to allow Workmen in your Department to be employed on any private Work, either on ſhore or on board of a Ship, or to perform any Work, however ſmall, excepting ſuch as may be ordered by the Maſter of your

your Department; and if you ſhould at any time diſcover any abuſe of this nature, you are forthwith to report the circumſtance to him.

Inſtruſtions for the Foremen of Joiners and Houſe Carpenters at His Majeſty's Dock Yards.

13.

You are to take care that all the Tools and other Implements charged to the Workmen under your inſpection, be returned to the Cabin-keeper as ſoon as the ſpecial Service for which they were ſupplied has been performed.

14.

In the abſence of the Maſter of your Department, whether from ſickneſs, by leave or otherwiſe, you are carefully to attend to the performance of his duty, and all inſtructions and orders which he may have received, and ſhall be communicated to you, are to be conſidered and attended to by you during his abſence, in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

15.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter under whom you may be, who is to deliver the ſame to the Maſter Shipwright. You are in like manner to report to the Maſter of your Department, when a Man, after having been ſick or hurt, ſhall return to his duty, who is to make the ſame known to the Maſter Shipwright.

16.

You are, from time to time, to point out to the Maſter of your Department ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may repreſent the ſame to the Maſter Shipwright, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or order them to be diſcharged, as the caſe may require.

17.

You are to pay every attention in your power to the inſtruction of the Apprentices to the ſeveral Workmen, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendance, and report to the Maſter of your Department if any of the Men, deriving advantage from Apprentices as their Inſtructors, ſhould neglect this important part of their duty.

18.

You are to pay due attention to ſuch regulations as ſhall, from time to time, be eſtabliſhed by this Board, for the payment of weekly Subſiſtence Money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

19.

When the people under your ſuperintendence ſhall work in the Shop, or in any other place by candle-light, you are to demand ſuch candles as may be requiſite for that purpoſe; and you are to conſider it a moſt important part of your duty, to join the Maſter in ſeeing that all the Fires and Lights be carefully extinguiſhed before the people go to the evening muſter.

20.

On the ringing of the Bell for the Men to go out of the Yard, the Maſter or you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have an Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found on him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

21.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination

Inſtructions for the Foremen of Joiners and Houſe Carpenters in His Majeſty's Dock Yards.

nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

22.

Laſtly, you are, conſtantly and unremittingly, to aſſiſt the Maſter of your Department in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as may, from time to time, be given or communicated to you by him or any other your ſuperior Officer, whether verbal or in writing. You are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind; you are to ſuggeſt to the Maſter any improvements in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE MASTER SMITHS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Maſter Smiths at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend all Works carrying on in the Smithery. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendence ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are every evening to attend the Maſter Shipwright for the purpoſe of receiving his inſtructions relative to the Work to be done on the following day; and you are to take particular care that all Works under your ſuperintendence, be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you, therefore if any of them ſhould miſbehave, or improperly perform their duty, you are, without delay, to report the circumſtance to the Maſter Shipwright.

3.

You are to keep a Liſt of all the Workmen employed in the Smithery, and you, or the Foreman, are conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty. You are alſo occaſionally to muſter them yourſelf, eſpecially when you ſhall ſuſpect that any of them have left their Work, and to report to the Maſter Shipwright, and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the Smiths ſhall have been muſtered upon coming into the Yard, you are to cauſe them to light their fires, and to go to work without delay, taking particular care that the Foremen and ſeveral Firemen do conſtantly attend and ſtrictly perform their duty, according to the inſtructions which you may, from time to time, judge adviſable to give to them, always allotting the Firemen and Hammermen to the ſeveral fires, as the Works to be performed may require.

All

5.

Inſtructions for the Maſter Smiths at His Majeſty's Dock Yards.

All perſons propoſed to be entered as Smiths in the Yard are to be examined by you, and tried at their Tools in your preſence. If you ſhould conſider them duly qualified, you are to certify the ſame to the Maſter Shipwright, in order that, if he ſhould approve of the perſons propoſed, he may prepare the neceſſary Notes to authorize their entry, provided the Surgeon of the Yard, upon examination, ſhould certify that they are fit for the Service, and the Commiſſioner ſhould ſignify his approval.

6.

When any Iron Bars, Anchors, or other articles of Iron, or any Coals or other Stores relating to your Department, are to be received from Contractors, you are, with the Maſter Shipwright, Clerk of the Check, Storekeeper, and Clerk of the Survey, carefully to inſpect and try the quality of the Stores intended to be delivered, and you are faithfully to report your opinion to thoſe Officers, whether the ſeveral Articles be good and agreeable to contract, or whether they ought to be rejected.

7.

You are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at all other times as occaſion may require, for the purpoſe of ſettling the quantity of Iron proper and neceſſary to be iſſued out of Store for converſion in the Smithery; always furniſhing him on ſuch occaſions with an Account of what may be remaining in your charge, and of all the old Iron in Store, which may be appropriated to the various Services carrying on, in order that no greater quantity of new Iron may be warranted to be iſſued than ſhall appear to be abſolutely neceſſary. When a Warrant ſhall have been made out, and ſigned by the Maſter Shipwright and Clerk of the Survey for the ſame, you are to attend with the Storekeeper's Clerks to ſee it weighed, and then to cauſe it to be conveyed to the Smithery. You are to keep a correct Account of all Iron which ſhall be ſo delivered to you, noting its Marks, as well as the particular Service or Services for which it may be intended; and as you will be accountable for the proper expenditure thereof, it is your intereſt, as well as your duty, to prevent waſte and embezzlement by every means in your power.

8.

When any Iron Work ſhall be required to be made or repaired for Services carrying on, you are to cauſe the ſame to be completed with as much expedition as poſſible. In order to prevent delay and waſte of labour, you are to cauſe great care to be taken that all Articles be made to correſpond exactly with the Moulds, Fids, or deſcriptions ſent to you, by the Quartermen or other Officers demanding the ſame. An Account of all Articles which ſhall be ſo made and delivered from the Smithery, is to be kept by a Shipwright who is to be ſtationed there for that purpoſe, and to whom you are to afford every facility in the execution of this duty.

9.

You are particularly to attend to the making and repairing of Anchors, to ſee that the heats be made with great care, and that the welding be performed in a workmanlike manner, as you will always be conſidered perſonally reſponſible for the goodneſs of their manufacture.

10.

You are to keep a correct Account in a book of all Anchors made or repaired in the Yard, and when any Anchors ſhall have been completed, you are to cauſe them to be marked with a progreſſive Number, correſponding with the Numbers ſet againſt them in that Account reſpectively. You are alſo to cauſe the weight of every new Anchor, together with the initial letter of the Yard, diſtinguiſhing Portſmouth and Plymouth by the letters PO and PL, the initial letter of your Name, and the initials of the Firemen at whoſe Forge it ſhall have been made to be marked upon it. Such Anchors as ſhall have been repaired under your ſuperintendence are to be marked with the letters *Rep.* together with the initial letters of the Yard, of your own Name, and of the Fireman, and alſo with the Weight when repaired, if that ſhould differ from the original weight marked upon it. You are alſo carefully to note in a book, to be kept for the purpoſe, under what Fireman all other material articles of Iron Work are made, in order that you may know on whom to call, in caſe any bad workmanſhip ſhould afterwards be diſcovered.

Inſtructions for the Maſter Smiths at His Majeſty's Dock Yards.

11.

You are to take particular care that all articles of Iron, without exception, made under your ſuperintendence be marked with the Broad Arrow, previouſly to their being delivered out of the Smithery; and that all pieces of Iron, however ſmall, cut off in the manufacture of Articles, be immediately marked in the ſame manner, and, under the denomination of Buſhel Iron, be carefully depoſited in a place of ſecurity. You are alſo to have the charge of marking the Broad Arrow upon all articles of Iron which may be delivered into the Yard by Contract, excepting ſuch ſmall Articles as may be marked in the Storehouſe by the Storehouſe Labourers, reporting to the Maſter Shipwright, conſtantly at the end of each quarter, that this regulation has been attended to.

12.

All Anchors and other Articles made or repaired under your direction, excepting ſuch Articles as ſhall be immediately wanted for Works carrying on, are, when completed, to be forthwith delivered by you into the charge of the Storekeeper, by Notes ſigned by the Maſter Shipwright and Clerk of the Survey, to whom you are, for this purpoſe, to ſend an Account under your hand, at the end of each week, of all the Articles which ſhall have been ſo delivered by you in the courſe of that week.

13.

You are to keep an Account of the quantity of Iron, diſtinguiſhing the new from the old, daily expended in the Smithery; and you are, at the end of each week, to deliver to the Clerk of the Survey an Account of the total quantity expended in that week, in order that he may compare it with the weight of the Articles delivered into the charge of the Storekeeper, and of thoſe made for the current Services of the Yard, according to the Accounts to be weekly rendered to the Maſter Shipwright by the Shipwright ſtationed in the Smithery.

14.

You are to examine and report to the Maſter Shipwright the ſtate of all Anchors returned to the Yard from Ships; and you are, as you may be directed, to attend all Surveys of Anchors and Iron Work of every deſcription, whether on ſhore or afloat, and whether belonging to His Majeſty's Ships or to Ships intended to be purchaſed or hired into the Service of Government, always faithfully ſtating to the principal Officers employed on ſuch Survey, your opinion reſpecting the quality and value of the ſeveral Articles.

15.

You are, when directed, to viſit places in which any Smiths Work for His Majeſty's Service may be performing by Contract, for the purpoſe of inſpecting the ſame, and of giving ſuch directions as may appear to you to be neceſſary for the proper performance thereof. If you ſhould diſcover any defect or inſufficiency in any Iron uſed, or Work performed on the part of a Contractor, you are immediately to report the circumſtance to the Maſter Shipwright.

16.

You are to ſurvey all Hand Screws and other Stores in your Department intended to be repaired by Contract, in order to aſcertain, previouſly to their delivery, the degree of repair which may be required; and you are alſo to inſpect them when returned into Store, for the purpoſe of ſeeing whether they have been made complete, and whether the Work has been well performed.

17.

You are from time to time, under the inſpection of the Maſter Shipwright or his Aſſiſtants, to cauſe all the Buſhel Iron and old Iron which may be in Store to be ſorted, ſo that ſuch as can be brought again into uſe may be remanufactured, and that none may be aſſigned for ſale, or for return to Contractors, that can be converted to any uſe in the Smithery; and ſuch of the Buſhel Iron as may be judged unfit to be appropriated to any Works carrying on, is then to be put into caſks and headed up.

18.

You are carefully to examine all Fire Hearths before they be put on board any of His Majeſty's Ships, and to report your opinion of them to the Maſter Shipwright; you are alſo to attend to the fixing of all Fire Hearths, and to the repairing of ſuch as may be out of order.

You

19.

Instructions for the Master Smiths at His Majesty's Dock Yards.

You are not, on any account or under any pretence whatever, to authorize or allow any Article, however trifling, to be made in the Smithery for private use; and if you should detect any abuse of that nature, you are forthwith to report the circumstance to the Master Shipwright.

20.

You are from time to time, as may be necessary, to apply to the Master Shipwright for such quantities of Coals as may be required for the use of the Smithery, and you are to be accountable for all such Coals as shall be delivered to you, taking care that proper economy be used in the expenditure thereof; and causing all ashes to be sifted by such labourers as the Master Shipwright shall direct, and the cinders to be reburnt or properly preserved. At the end of each quarter you are to deliver to the Master Shipwright an Account of the expenditure of Coals in that quarter, and of the quantity then remaining in your charge.

21.

You are to have charge of the Small Beer supplied for the use of the Smiths, and to take care it be of good quality, and that each Man be supplied with his proper allowance. You are also, when the Smiths shall be employed in making or repairing Anchors, to certify to the Tapster the quantity of Strong Beer which is to be allowed to each Man, according to the established regulations on that subject, taking particular care that none of the Men be allowed to go out of the Yard for Beer on any account whatever.

22.

You are to take charge of such Towels as may be allowed for the use of the Smithery, and you are to certify to the Master Shipwright, at the end of each quarter, the number of Towels washed in the course of that quarter.

23.

You are regularly on Saturday morning in each week, or on such other day as may be directed, to deliver to the Master Shipwright a general Account of the employment and extra attendance of the Smiths in that week; and also an Account of the lost time of each Man during the week, whether occasioned by sickness or absence, with or without leave. Appendix, N° 9.

24.

You are, from time to time, to consult with the Master Shipwright respecting the state of the Iron in Store, and how far the same may be equal to the wants of the Service; you are also to assist him, when required, in preparing his periodical Accounts of the expenditure of Iron.

25.

If any of the Men employed under your immediate superintendence, should receive a hurt in the execution of his duty, you are forthwith to report the same, by a Note under your hand, to the Surgeon of the Yard, and also to the Master Shipwright; you are, in like manner, to report to the Master Shipwright when a Man, after having been sick or hurt, shall return to his duty.

26.

You are, from time to time, to point out to the Master Shipwright such of the Smiths as shall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwise, in order that he may, with the approbation of the Commissioner, place them on a reduced rate of earning, put them on the list for superannuation, or discharge them, as the case may require.

27.

You are to pay every attention in your power to the instruction of the Apprentices to the several Workmen, keeping an Account of their conduct and progressive improvement while under your superintendence, and report to the Master Shipwright if any of the Men, deriving advantage from Apprentices, should in any way neglect to attend to their instruction.

28.

You are to attend at the Pay Office when the Smiths are paid, so as to be ready to give every information in your power relative to their time and earnings.

29.

After the Smiths shall have left off work in the evening, you are carefully to inspect the Smithery for the purpose of seeing that all Fires be extinguished, excepting

Inſtructions for the Maſter Smiths at his Majeſty's Dock Yards.

ing ſuch Anchor Fires as it may be judged neceſſary to keep in; and when you ſhall have ſeen all ſafe, have locked the doors, and have taken care that no perſon whatever has been ſuffered to remain in any place which you ſhall have ſo locked up, you are forthwith to report the ſame in writing under your hand, agreeably to the annexed Form, to the Officer having charge of the Civil Watch, particularly noting whether any and what Fires may have been left burning, in order that the Rounders may be directed to attend to them during the night. You are alſo to lodge the keys of the Smithery with the Warden, in whoſe poſſeſſion they are to remain until you, or the Foreman duly authorized by you, ſhall apply for them when the people return to work.

Appendix, N° 7.

30.

When the Smiths leave work, you are to cauſe them all, without exception, to be ſearched in your preſence as they paſs ſingly at the Wicket going out of the Smithery, in order to prevent any Article, however trifling, the property of Government, from being carried away. You are alſo to cauſe the Foreman, and one or more of the Firemen, conſtantly to attend at the Dock Yard Gate, and to cauſe each Smith to be carefully ſearched there alſo previouſly to his leaving the Yard; and in caſe any improper Article ſhould be found upon any one, the delinquent is to be detained, and the circumſtance is to be reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

31.

You are not to have any allowance for ſubſiſtence or travelling while employed within the limits of the Port, but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

32.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

33.

Laſtly, you are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner or the Maſter Shipwright; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch orders as may, from time to time, be given to you by the Maſter Shipwright or any of his Aſſiſtants relative to your Department, applying yourſelf diligently and faithfully to the execution of your duty; and you are to ſuggeſt to the Maſter Shipwright, any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, always uſing every means in your power to detect and prevent embezzlement and abuſe of every kind, and reporting to the Maſter Shipwright any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed in the Smithery.

INSTRUCTIONS FOR THE FOREMEN OF THE SMITHS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Foremen of Smiths at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Maſter Smith, to ſuperintend all Works carrying on in the Smithery; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or night, when you ſhall be required to attend, or when any of the Smiths are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Maſter Smith.

2.

You or the Maſter Smith are conſtantly to attend the muſtering of the Smiths when they enter the Yard, and alſo upon their finally leaving it at night, obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty.

3.

When the Smiths ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without any delay; and if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, or in any way miſbehave, you are to report the circumſtance to the Maſter Smith. You are alſo to allot to the ſeveral Firemen, and other perſons who may be employed under you, the particular Work they are to be employed upon, according to ſuch directions as you may receive from the Maſter Smith. You are to take the moſt particular care that the Firemen attend ſtrictly to their duty; and that all Works executed in the Smithery be completed in a good and workmanlike manner, as you will be anſwerable for the ſame.

4.

You are to take care that all Articles directed to be made, repaired, or altered in the Smithery, be completed with as little delay as poſſible, taking the moſt particular care that they be made agreeably to the Moulds, Fids, or deſcriptions which may be ſent to the Smithery for that purpoſe; and you are not to deviate from the ſame on any account or under any pretence whatever, without the ſpecial order of the Maſter Smith.

5.

If, in the courſe of repairing or altering Anchors or other Articles, it ſhall be found neceſſary to perform more Work thereon than the Maſter Smith may have directed in the firſt inſtance, you are immediately to report the circumſtance to him, in order that you may receive further directions for your proceeding.

6.

You are carefully to inſpect the quality of all Iron while under the hands of the Workmen, and to report to the Maſter Smith when you ſhall diſcover any of an improper quality.

7.

You are not, under any pretence whatever, to allow the Smiths to make any Article, however trifling, for private uſe; and if you ſhould detect any abuſe of this nature, you are forthwith to report the circumſtance to the Maſter Smith.

8.

In the abſence of the Maſter Smith, whether from ſickneſs or otherwiſe, you are carefully to attend to the performance of his duty. In all caſes while you may be executing any part of the duty of the Maſter Smith, whether in his abſence or by his immediate direction, all inſtructions and orders which he may have received and ſhall be communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf;

Inſtructions for the Foremen of Smiths at His Majeſty's Dock Yards.

obſerving, that upon the return of the Maſter Smith you are to report to him, not only the ſtate of the Works then in hand, but alſo what may have been done in his abſence.

9.

If any perſon ſhould receive a hurt in the execution of his duty, while employed under your immediate ſuperintendence, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Smith.

10.

You are, from time to time, to point out to the Maſter Smith ſuch of the Smiths as ſhall appear to you incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe. You are particularly to attend to the abilities of workmen newly entered, and, after a ſuitable trial, to report to the Maſter Smith your opinion with reſpect to their fitneſs for the Service.

11.

You are to pay every attention in your power to the inſtruction of the Apprentices to the ſeveral Workmen; and you are to report to the Maſter Smith if any of the Men, deriving advantage from Apprentices, ſhould in any way neglect to attend to their inſtructions.

12.

You are to pay due attention to ſuch regulations as ſhall, from time to time, be eſtabliſhed by this Board for the payment of weekly Subſiſtence Money to the Smiths, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

13.

When the Smiths leave work, you and one or more of the Firemen, as the Maſter Smith may direct, are to attend conſtantly at the Dock Yard Gate, for the purpoſe of ſeeing the Smiths carefully ſearched there previouſly to their leaving the Yard, in order to prevent any Article, however trifling, the property of Government, from being carried away; and in caſe an improper article ſhould be found upon any one, the delinquent is to be detained, and the circumſtance is to be reported to the Maſter Smith, who will communicate the ſame to the Maſter Shipwright.

14.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, nor any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk in the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

15.

Laſtly, you are, conſtantly and unremittingly, to aſſiſt the Maſter Smith in every part of his duty, ſtrictly obeying all ſuch orders and inſtructions as he may, from time to time, give or communicate to you, whether verbally or in writing. You are always to uſe your beſt endeavours to detect or prevent embezzlement and abuſe of every kind; you are to ſuggeſt to the Maſter Smith any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE MASTER BRICKLAYERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Maſter Bricklayers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend all Works carrying on by the Bricklayers, Maſons, and Paviours in the Yard, and alſo the Works upon which Bricklayers may be employed afloat; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendence ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are, every evening, to attend the Maſter Shipwright for the purpoſe of receiving his inſtructions relative to the Work to be done on the following day; and you are to take particular care that all Works under your ſuperintendence be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you, therefore if any of them ſhould miſbehave or improperly perform their duty, you are, without delay, to report the circumſtance to the Maſter Shipwright.

3.

You are to keep a Liſt of all the Foremen, Leading-men, and Workmen employed under your ſuperintendence, and you, or one of the Foremen, are conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be preſent; you are alſo occaſionally to muſter them yourſelf, eſpecially when you ſhall ſuſpect that any of them have left their Work, and to report to the Maſter Shipwright and Clerk of the Check all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the people under your ſuperintendence ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may allotted to them reſpectively, taking particular care that all the Foremen and Leading-men pay conſtant and unremitting attention to their duty. You are to allot to each Foreman and Leading-man the particular Work upon which the Workmen under him are to be employed, and to keep an Account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are to take care that proper Stores and Materials of all kinds be duly provided for the Workmen employed under you, ſo that the Service may not be delayed by the want of any neceſſary Article; you are frequently to inſpect the Materials while working, and to pay the moſt particular attention to the quality, as well as to the proper uſe and economy, of all Stores and Materials, in order that no unfit Articles may be made uſe of, and that none be waſted, embezzled, or improperly applied, from the inability or careleſsneſs of the Workmen or Apprentices.

6.

You are frequently to viſit the Store-cabins in your Department, to ſee that they be ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keepers.

When

Inſtructions for the Maſter Bricklayers at His Majeſty's Dock Yards.

7.

When any Bricks, Tiles, Stone, Lime, or other Materials relating to your Department, are to be received from Contractors, you are, with the Maſter Shipwright, Clerk of the Check, Storekeeper, and Clerk of the Survey, carefully to inſpect and try the quality of the Stores intended to be delivered, and you are faithfully to report your opinion to thoſe Officers, whether the ſeveral Articles be good and agreeable to Contract, or whether they ought to be rejected.

8.

The Stores required for carrying on the Works under your ſuperintendence, are generally to be drawn from the Store-cabin by the Foreman; but when you ſhall have occaſion to draw Stores yourſelf, you are to do ſo by a Note agreeably to the annexed Form; and you are, every evening, to ſign the Cabin-keeper's book, for all Articles ſo drawn by you in the courſe of the day. You are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of each day.

Appendix, N° 2.

Appendix, N° 3.

9.

You are to prepare Drawings and Eſtimates of all ſuch Buildings, alterations and repairs, as may be required in your Department; you are alſo to furniſh the Maſter Shipwright, at ſuch time or times as he may direct, with Eſtimates of the ordinary neceſſary annual repairs of all the Houſes, Sheds, Docks, Wharfs, Maſt-ponds, Drains, and Walls in the Yard.

10.

You are frequently to inſpect all the Houſes, Sheds, and other Buildings compoſed of any Bricklayers Work or Maſonry, and particularly to examine the roofs and gutters after high winds, for the purpoſe of aſcertaining the actual ſtate of them; and in caſe of your diſcovering any defect, you are forthwith to report the ſame, in writing, to the Maſter Shipwright, in order that you may receive his directions on the ſubject. You are alſo to make a written Report to him, regularly at the end of each month, of the then actual ſtate of the ſeveral Buildings, whether in want of repair or otherwiſe.

11.

You are to regulate the times for ſweeping the ſeveral Chimnies in the Dock Yard, and to give the neceſſary directions for that purpoſe, agreeably to ſuch orders as may, from time to time, be given by us on that head; and you are to keep a correct Account of the number of Chimnies ſwept, reporting the ſame in writing under your hand, to the Maſter Shipwright at the end of each quarter.

12.

You are to attend to the plaſtering and pointing of all Powder and other Store-rooms on board his Majeſty's Ships, and to the whitewaſhing of the Bread-rooms, Magazines, and other parts of Ships, according to ſuch directions as you may receive. You are alſo, when directed, to ſuperintend the fixing of Fire-hearths and Kettles, and all ſuch Brick or Stone-work as may be required in Ships Galleys.

13.

When any of the Workmen under your ſuperintendence ſhall be ordered afloat, you are to cauſe all the Stores and Materials which it may be requiſite for them to take with them, to be got in readineſs in proper time; but you are to take particular care that no unneceſſary Article of Stores, nor any Materials of an improper quality, be ſent from the Yard on any ſuch occaſion; for which purpoſe, and for preventing embezzlement of every kind, you are, if your other duties will admit, to attend at the Landing-place when the Workmen are going afloat, as well as when they return to the Yard from work; and on their return, you are to cauſe their Foreman and Leading-men ſtrictly to account for all Stores with which they ſhall have been furniſhed, taking care that all ſurplus Articles which may have been drawn from the Cabin be returned thither, and recharged to the Cabin-keeper; and that all other ſurplus Articles be returned to the Storekeeper, and recharged to him, by a Note from the Maſter Shipwright and Clerk of the Survey.

14.

When the Workmen under your ſuperintendence are to be employed on board a Ship in Commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent or cauſe to be preſented to the Captain or Commander a Liſt, ſigned by

Appendix, N° 6.

Inſtructions for the Maſter Bricklayers at His Majeſty's Dock Yards.

by yourſelf, of the names and qualities of all perſons to be ſo employed, and fail not to ſignify to him any increaſe or diminution of the number of Workmen, in order that the victualling may be regulated accordingly.

15.

When the Workmen under your ſuperintendence ſhall be employed afloat, you or a Foreman are to viſit them at leaſt once in every day, and as much oftener as the neceſſary attention to your other duties will admit; and you are to take care that none of the Workmen be ſuffered to go on ſhore for any Materials that may be wanted, or on any other pretence during the working hours, but you are to take immediate meaſures for ſending to them ſuch Articles as may be required. You or the Foreman are alſo to keep an exact Account of the time unavoidably loſt by the Men in going to and returning from their Work afloat, in order that a juſt allowance may be made to them for the ſame.

16.

You are to direct the Foreman and Leading-men reſpecting the manner in which the repairs of particular defects in any Works relating to your Department are to be made good, according to the approved Eſtimates which may be made thereof; and if in the courſe of repairing any Houſe, or other Work, new defects ſhould be diſcovered, not provided for in the original Eſtimate, you are immediately to report the extent of them to the Maſter Shipwright, in order that you may receive further directions for your proceedings.

17.

You are frequently to examine and ſurvey all Works connected with your Department, which may be carried on by Contract in the Yard; and you are to take care that the ſame be done in a good and workmanlike manner, and in every reſpect agreeably to Contract, reporting to the Maſter Shipwright if you ſhould diſcover any abuſe. You are alſo, with the proper Officers, to attend the Meaſurement of all Works ſo performed, and to tranſmit to the Maſter Shipwright's Office, as often as may be required, an Account of the number of perſons employed on the ſaid Works.

18.

You are not, on any account or pretence whatever, to allow the Bricklayers to be employed on private Work, or to perform any Works excepting what may be authorized by the Maſter Shipwright; and if you ſhould diſcover any abuſe of this nature, you are forthwith to report the circumſtance to him.

19.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs, according to the annexed Form, of all Works carrying on under your inſpection, or that have been completed in that week, ſpecifying the quantity of Work performed, and the number of Men employed on each Work, as well as the time loſt by each Man in the courſe of the week; and certifying that all Works completed have been performed in a good and workmanlike manner.

Appendix, N° 9.

20.

All perſons propoſed to be entered as Bricklayers, Maſons, or Paviours in the Yard, are to be examined by you, with the Aſſiſtance of the Foreman; and if they ſhould be conſidered as duly qualified, you are to certify the ſame to the Maſter Shipwright, in order that if he ſhould approve of the perſons propoſed, he may prepare the neceſſary Notes to authorize their entry, provided the Surgeon of the Yard, upon examination, ſhould certify that they are fit for ſervice, and the Commiſſioner ſhould ſignify his approval.

21.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Shipwright; and you are in like manner to report to the Maſter Shipwright when a Man, after having been ſick or hurt, ſhall return to his duty.

22.

You are, from time to time, to point out to the Maſter Shipwright ſuch of the Bricklayers, Maſons, and Paviours, as ſhall appear to you to be incapable of per-

Instructions for the Master Bricklayers at His Majesty's Dock Yards.

forming a day's work, whether from hurts, infirmity, or otherwise, in order that he may, with the approbation of the Commissioner, place them on a reduced rate of earning, put them on the list of superannuation, or discharge them, as the case may require.

23.

You are to attend at the Pay Office when the Workmen under your superintendence are paid, so as to be ready to give every information in your power relative to their time and earnings.

24.

On the ringing of the Bell for the Men to go out of the Yard, you or the Foreman are constantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you should suspect any person to have an Article concealed about him, you are to cause him to be searched; and in case any thing improper should be found upon him, the circumstance is forthwith to be reported to the Master Shipwright, who will communicate the same to the Commissioner.

25.

You are to take the most particular care that the Pounds and Cabin be properly secured at night, and that all Lights and Fires be extinguished before the people go to the evening muster, and that no person whatever be suffered to remain in any place which you shall lock up. You are, without fail, to give a written report to this effect, agreeably to the annexed Form, every evening, to the Officer having charge of the Civil Watch, and also to lodge the key of the Pounds with the Warden, in whose possession it is to remain until you, or the Foreman duly authorized by you, shall apply for it when the people return to work.

Appendix, N° 7.

26.

You are not to have any allowance for subsistence or travelling while employed within the limits of the Port, but when on duty beyond those limits, you will be allowed after the rate of eight shillings per diem if employed afloat, and after the rate of twelve shillings per diem if travelling on shore, in addition to your actual carriage-hire.

27.

You are not, either directly or indirectly, to have any interest or concern whatever in any Vessel which may be purchased or hired for the Service of Government, or in the purchase of any Vessel from Government, or in any Stores purchased or sold by Government; nor are you, or any person for you, to demand or receive, under any name, promise, or pretence whatever, any perquisite, fee, gratuity, or reward, from any Contractor, Tradesman, Workman, or other person having any connexion, either as a principal or an agent, with any part of your public duty, or having business to transact either at the Yard or at this Office; nor are you, or any person in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination of any person to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk in the Yard, are to take an Oath according to the prescribed Form, and to give Bond in three times the amount of your Salary; and in case of default therein, you will be dismissed from your situation, and declared incapable of serving His Majesty in any civil capacity whatever.

28.

Lastly, you are not, under any pretence whatever, to deviate from the Instructions contained in the foregoing Articles, without receiving special authority for that purpose from the Resident Commissioner or the Master Shipwright. But as these Instructions are to be considered by you as a general outline only of your duty, you are at all times to obey with the most strict attention all such directions as you may receive from the Master Shipwright or his Assistants, and diligently and faithfully to apply yourself to the execution of every such Service as may be intrusted to your immediate inspection; and you are to suggest to the Master Shipwright any improvements in carrying on the business under your superintendence, which may occur to you, for the benefit of His Majesty's Service, always using every means in your power to detect and prevent embezzlement and abuse of every kind, and reporting to the Master Shipwright any difficulty or obstruction which you may meet with in the performance of any part of the Service intrusted to your care, or any misconduct or irregularity which you may discover.

INSTRUCTIONS FOR THE FOREMEN OF MASONS AND FOREMAN OF BRICKLAYERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foremen of Maſons and Bricklayers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Maſter Bricklayer, to ſuperintend all the Workmen employed in your Department. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Men under your ſuperintendence are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Maſter Bricklayer.

2.

You are conſtantly to attend the muſtering of the Men under your ſuperintendence when they enter the Yard, and you or the Maſter Bricklayer are likewiſe to attend the muſtering of them upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent, and do their duty.

3.

When the Workmen ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without any delay; and if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, or otherwiſe miſbehave, you are to report the circumſtance to the Maſter Bricklayer. You are alſo, according to ſuch directions as you may receive from the Maſter Bricklayer, to allot to each Workman under your ſuperintendence the particular Work to be done by him; and you are to take care that the Men attend ſtrictly to their duty, and that all the Work performed in your Department be executed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service will admit.

4.

You are to follow all ſuch directions as may, from time to time, be given to you by the Maſter Bricklayer, relative to the Works to be carried on by the Men under your ſuperintendence, and carefully to inſtruct them reſpecting the manner in which the ſame are to be performed.

5.

You are to take care that proper Materials and Stores of all kinds be duly provided for the Workmen under your ſuperintendence, ſo that the Service may not be delayed by the want of any neceſſary Articles. You are conſtantly to inſpect the Materials while under the hands of the Workmen, and to pay the moſt particular attention to the quality, as well as the proper uſe and economy, of all the Stores and Materials, in order that no unfit Articles may be made uſe of, and that none be waſted or improperly applied, from the inability or careleſsneſs of the Workmen or Apprentices.

6.

When you ſhall have occaſion to draw Stores from the Store Cabin, you are to do ſo by a Note agreeably to the annexed Form; and you are every evening to ſign the Cabin-keeper's book, for all Articles ſo drawn by you in the courſe of the day; and you are alſo, daily, to ſend a Memorandum under your hand to the Maſter Shipwright, of all the Stores demanded by you in the courſe of that day.

Appendix, N° 2.

Appendix, N° 3.

7.

When you ſhall be ordered with any of the Workmen under your ſuperintendence on board a Ship afloat, you are to provide yourſelves with ſuch Stores as you may foreſee the want of, taking care that none of the Workmen be ſuffered to go on ſhore for Materials, or on any other pretence to abſent himſelf from his Work; if a ſupply of Stores ſhall be required while your people remain on board, you are to

Inſtructions for the Foremen of Maſons and Bricklayers at His Majeſty's Dock Yards.

make the ſame known to the Maſter Bricklayer, who will cauſe the Articles wanted to be ſent them. You are alſo to keep an exact Account of the time unavoidably loſt by the Men in going to and returning from Work afloat, and of the ſeveral Works performed by them on board, taking particular care that each Work be properly and ſpeedily executed, and that the Stores and Materials of every kind carried on board for the equipment of the Ships be uſed with all poſſible economy, and every ſurplus Article, however trifling, be carried on ſhore, and returned to the Store Cabin or Storekeeper, as the Maſter Bricklayer ſhall direct.

8.

When any Workmen under your ſuperintendence ſhall be employed on board a Ship where they are victualled, you are to take care to report to the Commanding Officer if any of the Men or Apprentices inſerted in the liſt originally delivered, ſhould be taken away for other Services, or ſhould leave the Ship, in order that the proviſions for ſuch perſons may be ſtopped accordingly.

9.

You are, when directed, to aſſiſt in the Survey of all Materials uſed in your Department which may be delivered at the Yard, and in the Survey of all Works relative to your Trade, which may be performed by Contract in the Yard, always faithfully ſtating your opinion to the ſuperior Officers employed in every ſuch Survey, how far the Materials or Works may be agreeable to the Contracts under which they ſhall have been delivered or executed, and which will be communicated to you for this purpoſe.

10.

In the abſence of the Maſter Bricklayer, whether from ſickneſs, by leave or otherwiſe, you are carefully to attend to the performance of his duty in your own Department; and in all caſes while executing any part of the Maſter Bricklayer's duty, whether in his abſence or by his directions, all inſtructions and orders which he may have received, and ſhall be communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

11.

If any of the Men employed under your immediate ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Bricklayer, who is to deliver the ſame to the Maſter Shipwright; you are, in like manner, to report to the Maſter Bricklayer when a Man, after having been ſick or hurt, ſhall return to his duty, for the purpoſe of his making it known to the Maſter Shipwright.

12.

You are, from time to time, to point out to the Maſter Bricklayer ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that he may repreſent the ſame to the Maſter Shipwright, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or order them to be diſcharged, as the caſe may require.

13.

You are to pay every attention in your power to the inſtruction of the Apprentices in your Department, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendence; and report to the Maſter Bricklayer if any of the Men, deriving advantage from Apprentices as their Inſtructors, ſhould neglect this important part of their duty.

14.

You are to pay due attention to ſuch Regulations as ſhall from time to time be eſtabliſhed by this Board, for the payment of weekly Subſiſtence Money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

15.

When the Men ſhall work by candle-light, you are to demand ſuch candles as may be requiſite for that purpoſe; and you are to conſider it a moſt important part of your duty, to join the Maſter Bricklayer in ſeeing that all the Fires and Lights be carefully extinguiſhed before the people go to the evening muſter.

On

16.

Instructions for the Foremen of Maſons and Bricklayers at His Majeſty's Dock Yards.

On the ringing of the Bell for the Men to go out of the Yard, the Maſter Bricklayer or you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

17.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

18.

Laſtly: You are, conſtantly and unremittingly, to aſſiſt the Maſter Bricklayer in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as may, from time to time, be given or communicated to you by him or any other your ſuperior Officer, whether verbally or in writing. You are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind; to ſuggeſt to the Maſter Bricklayer any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE MASTER PAINTERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Maſter Painters at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to ſuperintend all Works carrying on by the Painters employed in the Yard, whether on ſhore or afloat. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the people under your ſuperintendence ſhall be at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

2.

You are, every evening, to attend the Maſter Shipwright for the purpoſe of receiving his inſtructions relative to the Work to be done on the following day; you are to take particular care that all Works under your ſuperintendence be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all perſons employed under you, therefore if any of them ſhould miſbehave or improperly perform their duty, you are, without delay, to report the circumſtance to the Maſter Shipwright.

Inſtructions for the Maſter Painters at His Majeſty's Dock Yards.

3.

You are to keep a Liſt of the Workmen employed under your ſuperintendence, and you or the Foreman are conſtantly to attend the muſtering of them when they enter the Yard, and alſo upon their finally leaving it at night, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be preſent; you are alſo occaſionally to muſter them yourſelf whilſt at work, eſpecially when you ſhall ſuſpect any of them to have left their Work, and to report to the Maſter Shipwright and Clerk of the Check, all ſuch as ſhall be abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

When the people under your ſuperintendence ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to the Works which may be allotted to them reſpectively, taking particularly care that all the Men employed under you do pay conſtant attention to their duty; and you are to allot to the Foreman, and ſuch Men as you may occaſionally entruſt with the charge of ſmall parties of Painters, the particular Work upon which the Workmen under him are to be employed, and to keep an Account of ſuch allotment, in order that you may make each anſwerable for the due execution of the Work entruſted to him.

5.

You are, with the Maſter Shipwright, the Clerk of the Check, Storekeeper, and Clerk of the Survey, carefully to ſurvey all Oil, Colours, and other Stores uſed in your Department, which may be delivered into the Yard for the public Service, and to analyſe ſuch Articles as may be ſuſpected of being adulterated, faithfully reporting your opinion to thoſe Officers, whether the ſeveral Articles be good and agreeable to Contract, or whether they ought to be rejected.

6.

You are frequently to viſit the Store-cabin in your Department, to ſee that it be ſufficiently furniſhed with Oil, Colours, and other Materials for the current Service; and you are to attend at the Maſter Shipwright's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper, which are to be iſſued to him by the Storekeeper, by regular Notes from the Maſter Shipwright and Clerk of the Survey.

7.

You are carefully to ſuperintend the boiling of Oil, and the Manufacture of Paint, and making of Putty, and you are to keep a correct Account of the quantities of the Materials uſed for thoſe purpoſes, as well as of the prepared Articles ariſing from them.

8.

Before any Work which may be ordered to be painted ſhall be primed, you are to report to the Maſter Shipwright under your hand the number of Coats of Colours ſuch Work may appear to you to require, and whether it be ready to receive the Paint, obſerving however that all new Work is to have three coats of Colour. When the Maſter Shipwright ſhall have approved of what you propoſe, you are to apportion ſuch a quantity of Colour and Oil as you may judge neceſſary for the purpoſe, and to draw the ſame from the Store-cabin, by a Note agreeably to the annexed Form, giving poſitive directions to your Foreman and others, never to paint any Work that is not properly cleaned and prepared for receiving the Colour. You are to cauſe the Painters to return to the Cabin all the Colour and Oil remaining when any Work ſhall have been finiſhed, taking every poſſible care to prevent embezzlement. You are alſo, every evening, to ſign the Cabin-keeper's book for all Articles drawn by you in the courſe of the day, and to ſend a Memorandum thereof to the Maſter Shipwright.

Appendix, N° 2.

Appendix, N° 3.

9.

You are, from time to time, to authorize the Cabin-keeper to iſſue Paint, or other Articles in his charge, according to ſuch Notes as may be ſent to you by the Storekeeper, for the Services therein mentioned.

You

10.

Instructions for the Maſter Painters at His Majeſty's Dock Yards.

You are, at ſuch times and with ſuch other Officer or Officers as the Maſter Shipwright may direct, to ſurvey the Paint Work of His Majeſty's Ships, whether in commiſſion or in ordinary, in Dock or elſewhere; and you are to prepare and ſubmit to the Maſter Shipwright, for his approval, a Note or Eſtimate of the quantity of Paint and Oil proper to be ſupplied to Carpenters, for the purpoſe of painting their Ships.

11.

You are to obſerve that all Paint Work on the outſide of Buildings, and alſo poſts, chains, and rails, are to be repainted every fourth year, with either one, two, or three Coats of Colour, according to the degree of expoſure of the ſituation. Inſide Work is to be repainted once in eight years, with two Coats of Colour, if thought neceſſary, and the Houſes of the principal Officers may have four rooms, and thoſe of other Officers two rooms, painted once in Oil *(clear cole and finiſh)* at the intermediate term of four years; and you are, from time to time, to report to the Maſter Shipwright when all thoſe Works ſhall come in turn to be painted, in order that he may direct a Survey thereon, if he ſhould think proper, and give you directions on the ſubject.

12.

You are not, upon any account, to allow the Painters to perform any Work, however trifling, for private uſe, nor to paint any Ship, Cabin, Room, or Article whatever, without your ſpecial authority; nor are you to begin any Work without the expreſs orders of the Maſter Shipwright, or one of his Aſſiſtants.

13.

You are to pay every poſſible attention to economy in the uſe of Paint, obſerving, that in caſes of ſmall repairs, ſo much only of this Paint Work as may be defaced by the repairs, is to be repainted; and that no expenſive or unuſual Colours or Dead Whites be allowed, excepting in two rooms of the Houſes allotted to the principal Officers of the Yard; you are alſo to obſerve, that no Oil Painting is to be allowed where white-waſhing will be ſufficient for the preſervation of the Building, and for cleanlineſs, excepting where allowed in the Officers Houſes.

14.

When any of the Painters ſhall be ordered afloat, you are to cauſe all the Stores which it may be proper that they ſhould take with them, to be got in readineſs in due time, ſo as to prevent delay; you are to take care that no Painter be ſuffered to go on ſhore for Materials, or on any other pretence to abſent himſelf from his Work, but you are to take immediate meaſures for ſending on board ſuch Articles as may be required. When Painters ſhall be employed on board a Ship in commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent, or cauſe to be preſented, to the Captain or Commander a Liſt, ſigned by yourſelf, of the names and qualities of all perſons to be ſo employed, and without fail to ſignify to him any increaſe or diminution of the number of the Workmen, in order that the victualling may be regulated accordingly. Appendix, N° 6.

15.

You are, when directed, to viſit Merchant Yards at which any Ships may be building or repairing for His Majeſty's Service, for the purpoſe of examining the Paint Work there performed, taking care that the ſame be done in a good and workmanlike manner; you are alſo, when ordered, to ſurvey and meaſure all other Paint Work performed by Contract; and if you ſhould diſcover any abuſe on the part of the Contractor, you are immediately to report the circumſtance to the Maſter Shipwright.

16.

You are to furniſh the Maſter Shipwright regularly on Saturday morning in each week, or on ſuch other day as may be directed, with a weekly progreſs of all Works carrying on under your inſpection, or that have been completed in that week, ſpecifying the Works which have been performed, and the number of Men employed on each Work reſpectively, as well as the time loſt by each Man in the courſe of the week; and certifying that all ſuch Works have been executed in a good and workmanlike manner. Appendix, N° 9.

17.

All perſons propoſed to be entered as Painters in the Yard, are to be examined by

Inſtructions for the Maſter Painters at His Majeſty's Dock Yards.

by you, with reſpect to their ability and fitneſs for the Service, and you are to report, in writing, the reſult of every ſuch examination to the Maſter Shipwright.

18.

You are, from time to time, to point out to the Maſter Shipwright ſuch of the Men employed under your ſuperintendence, as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed upon a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require.

19.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Shipwright; you are, in like manner, to report to the Maſter Shipwright when a Man, after having been ſick or hurt, ſhall return to his duty.

20.

You are to attend at the Pay Office when the Workmen under your ſuperintendence are paid, ſo as to be ready, if neceſſary, to give every information in your power relative to the time and earnings of the Men.

21.

You are, on all occaſions, to take every poſſible precaution to prevent accidents by Fire, in boiling Oil or otherwiſe; and to be always prepared, to the utmoſt of your power, to extinguiſh Fire if it ſhould unfortunately happen. You are alſo to take the moſt particular care that the Shop be properly ſecured at night, that the Fires and Lights be extinguiſhed before the people go to the evening muſter; and that no perſon whatever be ſuffered to remain therein after it is locked up, and to lodge the key of the Shop with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work. You are, without fail, to give a written Report to this effect, every evening, to the Officer having the charge of the Civil Watch for the night.

Appendix, N° 7.

22.

On the ringing of the Bell for the Men to go out of the Yard, you or the Foreman are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

23.

You are not to have any allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

24.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

Laſtly

25.

Instructions for the Maſter Painters at His Majeſty's Dock Yards.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner or Maſter Shipwright; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch directions as you may receive from the Maſter Shipwright or his Aſſiſtants, and diligently and faithfully to apply yourſelf to the execution of every ſuch Service as may be entruſted to your immediate inſpection; and you are to ſuggeſt to the Maſter Shipwright any improvements in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, inſtituting, with the Maſter Shipwright's approbation, ſuch experiments as may be neceſſary for this purpoſe; you are always to uſe every means in your power to detect and prevent embezzlement of every kind, and report to the Maſter Shipwright any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE FOREMEN OF THE PAINTERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Instructions for the Foremen of the Painters at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Maſter Painter, to ſuperintend all the Painters in the Yard; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Painters are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Maſter Painter.

2.

You are conſtantly to attend the muſtering of the Painters when they enter the Yard, and you or the Maſter Painter are likewiſe to attend the muſtering of them upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be preſent, and do their duty.

3.

When the Painters ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without any delay; and if any perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, or ſhould leave his Work during the working hours, or in any way miſbehave, you are to report the circumſtance to the Maſter Painter. You are alſo, according to ſuch directions as you may receive from the Maſter Painter, to allot to each Man under your ſuperintendence the Work to be done by him, and you are to take particular care that the Painters attend ſtrictly to their duty, and that all the Works performed in your Department be executed in a good and workmanlike mannner, and with as much expedition and economy as the nature of the Service will admit.

4.

You are to follow all ſuch directions as may, from time to time, be given to you by the Maſter Painter, relative to the manner in which Paint Work is to be executed, ſtrictly obſerving that the Painters do not perform any Work, however trifling, for private uſe, and that no Work be taken in hand without his ſpecial directions. You are alſo to take care that no more Coats of Colour be laid on any Work than the Maſter Painter may order; but if the quantity of Colour directed by him ſhould, when laid on, appear to you to be inſufficient, you are to report the circumſtance to the Maſter Painter, ſo that you may receive his further directions for your proceeding.

Inſtructions for the Foremen of the Painters at His Majeſty's Dock Yards.

5.

You are to apply to the Maſter Painter for all Colours, Oil, and other Articles which may be wanted for the Works carrying on under your ſuperintendence; and you are to take particular care that all Colours be properly prepared for uſe, and that none be waſted or embezzled.

6.

You are to take care that the Painters do not begin to paint Work of any kind, until it ſhall be in a ſtate, in every reſpect, fit to receive the Colour, always reporting to the Maſter Painter, when it ſhall appear to you to be proper to defer, on this account, the painting of any Work which may be directed to be done.

7.

When you ſhall be ordered, with any of the Painters, on board a Ship afloat, you are to provide ſuch Colour, Oil, and other Articles, as you may foreſee the want of, and if a ſupply ſhould be required while your People remain on board, you are to make the ſame known to the Maſter Painter, who will cauſe the Articles wanted to be ſent to them, as you are, on no account whatever, to ſuffer any Workman under your ſuperintendence to go on ſhore for Materials, or on any other pretence to abſent themſelves from their Work. You are alſo to keep an exact Account of the ſeveral Works performed by the Painters on board, taking particular care that each Work be properly and ſpeedily executed, and that the Stores and Materials of every kind carried on board be properly uſed, and not waſted or embezzled, and that every ſurplus Article, however trifling, be carried on ſhore and returned to the Store Cabin. When the Painters ſhall be employed on board any Ship where they are victualled, you are to be very careful if any of the Men or Apprentices, inſerted in the Liſt of Perſons to be victualled originally delivered, ſhould be taken away for other Service, or in any way leave the Ship, that you report the ſame to the Commanding Officer, in order that the proviſions for ſuch perſons may be ſtopped.

8.

In the abſence of the Maſter Painter, whether from ſickneſs, by leave or otherwiſe, you are carefully to attend to the performance of his duty; and in all caſes while executing any part thereof, whether in his abſence or by his directions, all inſtructions and orders which he may have received, and ſhall be communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

9.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Painter, who is to deliver the ſame to the Maſter Shipwright; and you are, in like manner, to report to the Maſter Painter when a Man, after having been ſick or hurt, ſhall return to his duty, who is to make the ſame known to the Maſter Shipwright.

10.

You are, from time to time, to point out to the Maſter Painter ſuch Men as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or other cauſe, in order that he may repreſent the ſame to the Maſter Shipwright, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or order them to be diſcharged, as the caſe may require.

11.

You are to pay every attention in your power to the inſtruction of any Apprentices who may be in your Department, keeping an Account of their conduct and progreſſive improvement while under your ſuperintendence, and report to the Maſter Painter if any of the Men, deriving any advantage from Apprentices as their Inſtructors, ſhould neglect this important part of their duty.

12.

You are to pay due attention to ſuch Regulations as ſhall from time to time be eſtabliſhed by this Board, for the payment of weekly Subſiſtence Money to the Workmen, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

When

13.

When the Painters ſhall work by candle-light, you are to demand ſuch candles as may be requiſite for that purpoſe; and you are to conſider it a moſt important part of your duty, to uſe every precaution in your power for the prevention of accidents by fire.

Inſtructions for the Foremen of the Painters at His Majeſty's Dock Yards.

14.

On the ringing of the Bell for the Men to go out of the Yard, the Maſter Painter or you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be forthwith reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

15.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connection, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

16.

Laſtly: You are, conſtantly and unremittingly, to aſſiſt the Maſter Painter in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as may, from time to time, be given or communicated to you by him or any other your ſuperior Officer, whether verbally or in writing. You are to ſuggeſt to the Maſter Painter any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service. You are always to uſe your beſt endeavours to detect and prevent embezzlement, and abuſes of every kind, and to report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE BOATSWAINS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

YOU are, under the direction of the Maſter Shipwright and his Aſſiſtants, to have the ſuperintendence of all the Scavelmen, Labourers, and Teams employed in the Dock Yard; you are to be conſtant in your attention to your duty, at all times when required, whether by day or by night, making the Houſe allotted for you in the Yard your conſtant reſidence, and not being abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright.

Inſtructions for the Boatſwains at His Majeſty's Dock Yards.

2.

You are to keep a Liſt of all the Scavelmen and Labourers, and alſo of the number of Teams under your ſuperintendence, and you are conſtantly to attend the muſtering of them when they enter the Yard, taking care that no man anſwers for another, ſo that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent; you will be anſwerable for the conduct of the Foremen and Leading-men of the Scavelmen, Labourers, and Teams, and of all other perſons employed under you, and if any of them ſhould idle away their time in the Tap-houſe or elſewhere, you are to inſert their loſt time in

Inſtructions for the Boatſwains at His Majeſty's Dock Yards.

in a book, which you are to keep for that purpoſe; and every Saturday morning, or oftener if required, you are to report the particulars thereof, with ſuch other inſtances of miſconduct as you may have obſerved, to the Maſter Shipwright, in order that ſuch perſons may be mulcted or diſcharged, as the caſe may require.

3.

You are to attend the Maſter Shipwright and his Aſſiſtants every evening at ſuch hour as they may appoint, for the purpoſe of receiving their orders reſpecting the manner in which the Scavelmen, Labourers, and Teams are to be employed on the following day; and when they ſhall have been muſtered upon coming into the Yard, you are to be very careful that no time be loſt in ſetting them to their Work in the charge of the ſeveral Leading-men, to whom you are to deliver Liſts of the Gangs or Companies to be employed under them reſpectively; and you and the ſeveral Foremen are to take particular care, that the Leading-men pay unremitting attention to their duty in keeping their ſeveral Companies at work, and in muſtering them frequently, ſo as to detect ſuch as may abſent themſelves from their Work, after having been muſtered by the Clerk of the Check. You and the Foremen are alſo frequently to viſit the different parties while at work, to ſee that they ſtrictly perform their duty, and that the Work in hand, whether taſk or by the day, be expeditiouſly carried on and in all reſpects well executed.

4.

You are to ſuperintend the unloading and landing of all Timber, Maſts, and Stores of every deſcription, which ſhall be brought to the Dock Yard, and to ſee them carefully and expeditiouſly houſed or ſtowed away, agreeably to the directions which you may receive from the Maſter Shipwright, Timber Maſter, or Storekeeper relative thereto; and you are to take particular care, that no Article be damaged by getting wet or otherwiſe, in conſequence of neglect in not ſpeedily ſtowing them away or putting them under cover.

5.

You are, according to the directions you may receive, to attend to the loading of all Stores which may be ordered to be ſhipped on board of Store Ships, Tranſports, or other Veſſels, for being conveyed to any other Port, as well as of ſuch Stores as may be ſent on board any of His Majeſty's Ships or other Veſſels, for the purpoſe of being conveyed to other of His Majeſty's Ships not at the Port, ſeeing this work carefully and expeditiouſly executed.

6.

You are to ſuperintend the erecting of Stages and Shores, and raiſing of Sheers for erecting Stems, Stern Frames, &c. for Ships building; and alſo to attend, with ſuch Scavelmen and Labourers, as may be required, the launching, docking, and undocking of all Ships, preparing and fixing ſuch Tackles, Guys, &c. for heaving them in or out of Dock, or for other purpoſes as the caſe may require; and after ſuch Service ſhall be performed, you are to be very careful that all the Articles employed in your Department be collected and returned into Store, or lodged in their proper places.

7.

You are to take charge of all the Cranes, Crane Ropes, Slings, and other Articles belonging thereto, and alſo of all Carts, Carriages, and other Implements and Utenſils, requiſite for the employment of the Scavelmen and Labourers, together with the Guys and Tackles required for docking and undocking Ships; and you are to keep an Account of them, and to ſee that they be well taken care of, preventing, to the utmoſt of your power, any waſteful expenditure or embezzlement of the ſame; and at the end of each month, or oftener if neceſſary, you are to return into Store, by a Note from the Maſter Shipwright, and the Clerk of the Survey, all ſuch as may be unſerviceable, and to apply to the Maſter Shipwright for others in lieu, obſerving that you are to be accountable for all Articles which ſhall be ſo delivered into your charge.

8.

You are, agreeably to the directions which you may receive, to ſuperintend the working of the Fire Engines, and to examine them, and to report to the Maſter Shipwright every defect you may diſcover in them, or in the Buckets, Hoſes, and every other Article belonging to them, in order that ſuch defects may be immediately made good, it being of the utmoſt importance that the Engines ſhould at all times be in good repair and perfectly fit for ſervice.

You

Inſtructions for the Boatſwains at His Majeſty's Dock Yards.

9.

You are frequently to viſit all Ships and Veſſels whether Britiſh or Foreign, while in the delivery or receipt of Cargoes at the Yard, particularly every evening after the people leave off work; and you are carefully to ſee that all regulations reſpecting Fires and Lights be moſt ſcrupulouſly obſerved. When ſuch Ships or Veſſels ſhall be clear, or their Cargoes completed, you are to report the ſame to the Maſter Shipwright, and before they haul off or quit their Moorings, you are carefully to examine them to ſee that no Article of Stores belonging to the Yard remain or be concealed on board; ſhould you diſcover any embezzlement or irregularity whatever, you are immediately to report the particulars thereof to the Maſter Shipwright.

10.

You are to attend to the delivery and loading of all lots of old Stores, and alſo to the keeping of the Dock Yard clean, as well as to the performance of every Work upon which the aſſiſtance of Scavelmen and Labourers ſhall be required.

11.

You are to keep a daily Account of the employment of the Scavelmen, Labourers, and Teams, diſtinguiſhing the number employed on each Service; and you are regularly, on Saturday morning in each week, to deliver to the Maſter Shipwright a correct Copy of the ſaid Account for that week. Appendix, N° 9.

12.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Shipwright; you are, in like manner, to report to the Maſter Shipwright when Men, after having been hurt, return to their duty.

13.

You are, from time to time, to point out to the Maſter Shipwright ſuch Men as ſhall appear to be incapable of performing a day's work, whether from hurts, infirmity, or other cauſe, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

14.

You are to attend at the Pay Office when the Scavelmen, Labourers, and Owners of the Teams are to be paid, ſo as to be ready, if neceſſary, to give every information in your power relating to their time and earnings.

15.

You are to cauſe the Foremen and Leading-men employed under you, to be careful that all Nails and other Articles of Metal, as well as other ſmall Stores of every deſcription, which may occaſionally be found in the Roads, or otherwiſe lying about improperly in any part of the Dock Yard, be carefully collected by the Scavelmen and Labourers under their reſpective ſuperintendence, and be delivered to the Storekeeper.

16.

You are conſtantly to attend at the Gate when the Men are going out of the Yard, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is forthwith to be reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

17.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or ap-

Inſtructions for the Boatſwains at His Majeſty's Dock Yards.

pointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk in the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any civil capacity whatever.

18.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving ſpecial authority for that purpoſe from your ſuperior Officers; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch orders as may from time to time be given to you by the Maſter Shipwright or other your ſuperior Officer, relative to your Department, applying yourſelf diligently and faithfully to the execution of your duty. You are to ſuggeſt to your ſuperior Officers any improvement or better mode of carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service; and always report to the Maſter Shipwright any difficulty which you may meet with in the performance of any part of the duty entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed in the Yard.

INSTRUCTIONS FOR THE FOREMEN OF THE SCAVELMEN AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foremen of the Scavelmen at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Boatſwain of the Yard, to ſuperintend all the Scavelmen employed in the Yard; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Scavelmen ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and the Boatſwain.

2.

You are conſtantly to attend the muſtering of the Scavelmen when they enter or go out of the Yard; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent, and do their duty.

3.

You are to receive directions from the Maſter Shipwright or his Aſſiſtants, either directly or through the Boatſwain of the Yard, reſpecting the manner in which the Scavelmen are to be divided and employed on each day. When they ſhall have been muſtered, you are to be very active in immediately ſetting them all to work on the different Services allotted to them, taking care that none be ſuffered to loiter about the Tap-houſe or elſewhere, as you are to be anſwerable for keeping all the Men under your ſuperintendence conſtantly employed during the working hours of the Yard; you are alſo to ſee that the Work on which they ſhall be employed be performed in a proper manner, and as expeditiouſly as poſſible, allowing no Man to be taken off from his Work, or employed on private buſineſs, on any conſideration whatever.

4.

You are to be very attentive to all the Work carrying on by the Scavelmen, frequently viſiting the different parties, and making your obſervations on the Leading-men, in order to judge of their attention and honeſty in the performance of their duty. Theſe Leading-men are to obey your directions on all occaſions, and are to be anſwerable for keeping the people diligently at their Work, reporting to you any neglect or miſconduct which they may diſcover, and alſo whether any of the Men

be

Inſtructions for the Foremen of the Scavelmen at His Majeſty's Dock Yards

Appendix, N° 9.

be abſent from their duty, and you are without fail to repreſent the ſame to the Boatſwain of the Yard, for the information of the Maſter Shipwright; you are alſo to keep a correct Account of the employment and loſt time of all the Scavelmen, in order to aſſiſtant the Boatſwain of the Yard in making a Report thereof to the Maſter Shipwright.

5.

You are, when directed, to attend with the people under your ſuperintendence at the docking, undocking, grounding, and breaming of all Ships; and you are, with the Gunner and Carpenter of every Ship, immediately upon her going into Dock, to ſearch her Powder Magazines, carefully cleaning the ſame from all looſe powder or duſt, and damping them to prevent accident.

6.

You are to ſuperintend the Scavelmen in collecting and returning into Store the Copper Sheets and Nails taken off the bottoms of Ships, and in carrying Copper Sheets, Nails, and prepared Paper to the Docks for the purpoſe of coppering Ships, and you are to take care that ſuch Work be executed by them with fidelity and diſpatch; and that all Stores conveyed from a Cabin, be immediately delivered to the Quarterman who may have drawn them.

7.

You are, with the people under your ſuperintendence, and as you may be directed, to attend to the erecting and taking down of all Stages for the Shipwrights, and Sheers for raiſing Stems, Stern Frames, Frame-bends, and Knees of Heads, and to the raiſing of Shores and Standards at the Slips or Dock Sides; you are alſo to aſſiſt in getting Beams and other heavy Articles on board Ships building or repairing, and to ſee the ends of all Ropes uſed for Stages and other temporary Erections properly whipped.

8.

You are to attend to the hanging and unhanging of all Rudders, as well as to the ſhipping and unſhipping of Pumps, Capſtans, and Fire-hearths of Ships, whether in Dock or afloat; and to the ſhipping and unſhipping of Ballaſt of uncommiſſioned Ships in Dock.

9.

You are, to attend to the opening, ſhutting, and ſtopping of the Dock Gates, taking care that they be always kept clean and in good order; you are alſo to take care that all Hatches and Drains belonging to the Docks be kept clear, and that the Docks and Docks Sides be frequently ſwept by the Scavelmen, and kept clear of Filth, Chips, old Timber, and unneceſſary Shores and Staging.

10.

You are, when directed, to aſſiſt with the Scavelmen under your ſuperintendence in the ripping up of old Ships, the Scraping of Ships repaired, the preparing of Paper required for coppering Ships, and generally in all other Works upon which the Maſter Shipwright or his Aſſiſtants may from time to time think proper to employ the Scavelmen.

11.

You are carefully to examine all Craft employed in carrying away dirt from the Docks, &c. ſo as to prevent any Article of Copper or other Stores from being embezzled, or taken away by ſuch means.

12.

In caſe of the abſence of the Boatſwain, you are every evening to attend the Maſter Shipwright to receive his orders reſpecting the employment of the Scavelmen on the following day; and in all caſes while executing any part of the Boatſwain's duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, and ſhall be communicated to you, relative to your Department, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

13.

If the Scavelmen ſhould at any time be employed by candle-light, you are to uſe every precaution to prevent accidents by Fire, carefully examining every place in which they may have been ſo employed, for the purpoſe of ſeeing that all the lights are extinguiſhed, and that every thing is ſafe before the people go to the evening muſter, making a report thereof to the Boatſwain of the Yard. You are

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Inſtructions for the Foremen of the Scavelmen at His Majeſty's Dock Yards.

alſo to be very attentive to the airing Stoves uſed for drying Ships in Dock or in the Baſon, ſo that no accident may ariſe from them.

14.

You are to attend at the Gate when the people go out of the Yard, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon of having any Article concealed about him you are to cauſe him to be ſearched; and in caſe of finding any thing improper on him, the circumſtance is forthwith to be reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

15.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame by a Note under your hand, to the Surgeon of the Yard, and alſo to the Boatſwain, who is to deliver the ſame to the Maſter Shipwright; and you are, in like manner, to report to the Boatſwain when a Man, after having been ſick or hurt, ſhall return to his duty, and the Boatſwain is to make the ſame known to the Maſter Shipwright.

16.

You are from time to time to point out to the Boatſwain, for the information of the Maſter Shipwright, ſuch of the Scavelmen as ſhall appear to you incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put upon the liſt for ſuperannuation, or be diſcharged, as the caſe may require. You are particularly to attend to the abilities of the Scavelmen newly entered, and, after a ſuitable trial, to report to the Boatſwain, for the information of the Maſter Shipwright, your opinion with regard to their fitneſs for the Service.

17.

You are to pay due attention to ſuch Regulations as ſhall, from time to time, be eſtabliſhed by this Board for the payment of weekly Subſiſtence Money to the Artificers and others, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

18.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

19.

Laſtly: Theſe Inſtructions contain the general outline only of your duty. You are to aſſiſt the Boatſwain of the Yard, to the utmoſt of your power, in carrying on the various Services relating to your Department, ſtrictly obeying all orders which you may receive from him or any other your ſuperior Officer, with zeal and alertneſs, thereby ſetting an example of obedience and attention to all thoſe whoſe conduct you are to ſuperintend. You are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind. You are to ſuggeſt to the Boatſwain any improvement which may occur to you in carrying on the buſineſs under your ſuperintendence, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE FOREMEN OF THE LABOURERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foremen of the Labourers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Shipwright, his Aſſiſtants, and the Boatſwain of the Yard, to ſuperintend all the Labourers employed in the Yard; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Labourers are at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Boatſwain.

2.

You are conſtantly to attend the muſter of the Labourers at all times when they come to their Work, obſerving for this purpoſe that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty.

3.

You are to receive directions from the Boatſwain of the Yard, reſpecting the manner in which the Labourers are to be divided and employed on each day; and when they ſhall have been muſtered, you are to be very active in immediately ſetting them all to work on the different Services allotted to them, taking care that none be ſuffered to loiter about in the Tap-houſe or elſewhere, as you are to be anſwerable for keeping all the Men under your ſuperintendence conſtantly employed during the working hours of the Yard. You are alſo to ſee that the Work on which they ſhall be employed be performed in a proper manner, and as expeditiouſly as poſſible, allowing no Man to be taken off from his work, or employed on private buſineſs, upon any conſideration whatever.

4.

In caſe of the abſence of the Boatſwain you are, every evening, to attend the Maſter Shipwright, to receive his orders reſpecting the employment of the Labourers on the following day; and in all caſes, while executing any part of the Boatſwain's duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, and ſhall be communicated to you, relative to your Department, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had originally been addreſſed to yourſelf.

5.

You are to be very attentive to all the Work carrying on by the Labourers, frequently viſiting the different parties, and making your obſervations on the Leading-men, in order to judge of their attention and honeſty in the performance of their duty; theſe Leading-men are to obey your directions on all occaſions, and are to be anſwerable for keeping the people diligently at their Work, reporting to you any neglect or miſconduct which they may diſcover, and alſo whether any of the Men be abſent from their duty; and you are, without fail, to repreſent the ſame to the Boatſwain of the Yard, for the information of the Maſter Shipwright. You are alſo to keep a correct Account of the loſt time of all the Labourers, in order to aſſiſt the Boatſwain of the Yard in making a report thereof to the Maſter Shipwright. Appendix, N° 9.

6.

When the Labourers are employed in loading Storeſhips, Tranſports, or other Veſſels, you are to take all the care in your power to prevent any Articles from being put on board, but ſuch as are intended and included in the Bill of Lading; and you are, when required, to aſſiſt in examining thoſe Veſſels, as well as all ſuch as may have delivered Stores for the Yard, before they haul off, to ſee that no Article, however trifling, belonging to Government, be concealed or left on board.

Inſtructions for the Foremen of the Labourers at His Majeſty's Dock Yards.

7.

When employed in delivering Lots of old Stores, you are, in like manner, to be very careful that no improper Article be ſtowed in amongſt them; and you are, on every occaſion, to be very watchful to prevent embezzlement of every kind, by any deſcription of people who come into the Dock Yard.

8.

In caſe the Labourers ſhould at any time be employed by candle-light, you are to take every precaution to prevent accident by Fire, carefully examining every place in which they may have been ſo employed, to ſee that the lights be extinguiſhed, and that all is ſafe, before the people go to the evening muſter; you are alſo to be very particular in obſerving the conduct of the Crews of Ships or Veſſels in the Baſons, Cambus, and at the ſeveral Wharfs and Jetties, and rigidly to enforce all orders and regulations made by the Commiſſioner or Officers of the Yard with reſpect to Fire, Lights, &c. on board all ſuch Veſſels.

9.

You are to attend at the Dock Yard Gate when the people go out of the Yard, in order to prevent any Article, however trifling, the property of Government, from being carried away; and if you ſhould ſuſpect any perſon of having any Article concealed about him, you are to cauſe him to be ſearched, and on finding any thing improper on him, the circumſtance is forthwith to be reported to the Maſter Shipwright, who will communicate the ſame to the Commiſſioner.

10.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame by a Note under your hand, to the Surgeon of the Yard, and alſo to the Boatſwain, who is to deliver the ſame to the Maſter Shipwright; and you are, in like manner, to report to the Boatſwain when a Man, after having been ſick or hurt, ſhall return to his duty, and the Boatſwain is to make the ſame known to the Maſter Shipwright.

11.

You are, from time to time, to point out to the Boatſwain, for the information of the Maſter Shipwright, ſuch of the Labourers as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed upon a reduced rate of earning, be put upon the liſt for ſuperannuation, or be diſcharged, as the caſe may require; you are particularly to attend to the abilities of the Labourers newly entered in the Yard, and, after a ſuitable trial, to report to the Boatſwain your opinion with reſpect to their fitneſs for the Service.

12.

You are to pay due attention to ſuch Regulations as ſhall, from time to time, be eſtabliſhed by this Board, for the payment of weekly Subſiſtence Money to the Labourers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

13.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

14.

Laſtly: As theſe Inſtructions contain the general outline only of your duty, it is neceſſary to add, that you are to aſſiſt the Boatſwain of the Yard, to the utmoſt of your

Inſtructions for the Foremen of the Labourers at His Majeſty's Dock Yards.

your power, in carrying on the various Services relating to your Department, ſtrictly obeying all orders which you may receive from him or any other your ſuperior Officer with zeal and alertneſs, and thereby ſetting an example of obedience and attention to all thoſe whoſe conduct you are to ſuperintend; you are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind, ſuggeſting to the Boatſwain any improvements which may occur to you in carrying on the buſineſs under your ſuperintendence, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE FOREMEN OF THE TEAMS, AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foremen of the Teams at His Majeſty's Dock Yards.

YOU are, under the directions of the Maſter Shipwright, his Aſſiſtants, and the Boatſwain of the Yard, to ſuperintend all the Teams of Horſes employed in the Dock Yard; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you may be required to attend, or when any of the Teams are at work, obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Shipwright and Boatſwain.

2.

You are conſtantly to attend the muſtering of the Teams and their Drivers when they enter or go out of the Yard, taking care for this purpoſe to be regularly at the Call Office before the time appointed for muſtering them; and you are particularly to obſerve that they have the proper number of Horſes, and that they be effective, properly harneſſed, and in every reſpect fit for their Work, reporting immediately in writing to the Boatſwain, for the information of the Maſter Shipwright and the Clerk of the Check, if any of them ſhould be otherwiſe.

3.

You are to receive directions from the Maſter Shipwright or his Aſſiſtants, either directly or through the Boatſwain of the Yard, reſpecting the manner in which the Teams are to be employed on each day, and when they ſhall have been muſtered you are immediately to ſet them to work on the different Services allotted to them, and to take care that they be kept conſtantly employed during the hours preſcribed for their labour, and that the Drivers pay proper attention to their reſpective Teams; obſerving, that you will be anſwerable for the conduct of ſuch Drivers, and for the full employment of all the Teams placed under your ſuperintendence.

4.

You are to take particular care, in the removing of Timber and other Articles by a Team, that they be not damaged, and that the various pieces of Timber converted, be properly conveyed to the Ships or Works for which they may have been intended, with as little delay as poſſible.

5.

You are, by application to the Boatſwain of the Yard, timely to provide ſuch carts, ſledges, ſlings, mauls, and dogs, as may be neceſſary for the removal of Timber; and if any of thoſe Articles ſhould become unſerviceable, by accident or actual wear, you are to repreſent the ſame to the Boatſwain, in order that you may be ſo ſpeedily furniſhed with others in their ſtead, that the Service may not be delayed for want thereof.

6.

If any of the Team-drivers ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame to the Boatſwain of the Yard, that the perſon hurt may be furniſhed with a note to paſs the Gate, and alſo that a proper application may be made to the Contractor for another Driver.

7.

At the time appointed for the Teams to go out of the Yard, you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of

Inſtructions for the Foremen of the Teams at His Majeſty's Dock Yards.

of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found on him, the circumſtance is to be forthwith reported to the Boatſwain of the Yard, who will communicate the ſame to the Maſter Shipwright.

8.

You are, from time to time, carefully to examine the ſtables in the Yard, for the purpoſe of ſeeing that no King's Stores be depoſited therein, and that every poſſible care be taken to prevent accident by Fire.

9.

Appendix, N° 9.

You are on Saturday Morning in each week, or at ſuch other times as may be appointed for that purpoſe, to deliver to the Boatſwain of the Yard an Account of the various Services on which the ſeveral Teams under your ſuperintendence ſhall have been employed in that week.

10.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel or Horſe which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

11.

Laſtly: You are to conſider theſe Inſtructions as the outline only of your duty, it being unneceſſary to define it more particularly, as you are ſtrictly to obey all ſuch orders as you may, from time to time, receive from the Maſter Shipwright, his Aſſiſtants, and the Boatſwain of the Yard, whether verbal or in writing, conſtantly affording to your ſuperior Officers every aſſiſtance in your power in carrying on the various duties relating to your Department; you are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind, ſuggeſting to the Boatſwain of the Yard any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you for the benefit of His Majeſty's Service, and reporting to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE SUPERINTENDING MASTERS OF HIS MAJESTY'S SHIPS LYING IN ORDINARY.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Superintending Maſters of His Majeſty's Ships lying in Ordinary.

YOU are, under the direction of the Maſter Attendant, to have the charge of a Diviſion of His Majeſty's Ships lying in Ordinary, and you are to reſide in ſuch Ship as ſhall be allotted for you by the Reſident Commiſſioner, and to be conſtant in your attention to your duty, whether by day or by night, according to ſuch orders as you may receive, obſerving that you are not, on any pretence whatever, to be abſent for a day, without leave from us or the Reſident Commiſſioner, or for any leſs period, without the previous knowledge and conſent of the Maſter Attendant.

2.

You will be anſwerable for the proper care of all ſuch Ships as ſhall be placed at the Moorings of your Diviſion, from time to time, and for the conduct of the Officers and Men belonging to them reſpectively; and you are to viſit them frequently, at uncertain times, by day and night, for the purpoſe of ſeeing that the ſeveral

Instructions for the Superintending Maſters of His Majeſty's Ships lying in Ordinary.

ſeveral Warrant Officers perform their duty, and that the printed Regulations, which are to be hung up in each Ship, be ſtrictly adhered to; particularly obſerving that the Ships be kept clean, dry, and well aired; that in the proper ſeaſon the Awnings be ſpread, and Windſails duly made uſe of; and that no Ladders be affixed to the Stern Ports, but that all perſons entering into or going out of the Ships ſhall do ſo at the uſual place only. You are not to allow any Pig or Dog to be kept on board any Ship of your Diviſion, and ſhould any of the women who may be permitted to live on board, behave in any manner improperly, they are to be ſent on ſhore, and never afterwards allowed to come on board.

3.

At the end of each month, or oftener if you ſhould judge it neceſſary, you are to tranſmit to the Commiſſioner, through the Maſter Attendant, a report made under your hand agreeably to the Form annexed, of the condition of the Ships in your charge, and the conduct of the Officers, informing yourſelf, from the Clerk of the Check, of what Officers may have had their leave extended, and what particular Officers may not then have been appointed. Appendix, N° 10.

4.

You are to inform yourſelf, from the Maſter Attendant, of the proper draught of Water of the ſeveral Ships of your Diviſion, and you are to take care that they be kept as near to that draught as the depth of the Channel where they are moored will allow, ſo that they may not take the Ground. You are alſo to ſee that the Shingle or Limeſtone ballaſt be good in its kind, and placed as near to the centre as poſſible; and that the Iron ballaſt be ſtowed agreeably to the plans by us eſtabliſhed.

5.

Inventories of all the Stores left on board each Ship in Ordinary, in the charge of the Boatſwain and Carpenter reſpectively, including Cabins, Locks, Keys, and all other conveniencies, are to be hung up in ſome conſpicuous part of the Ship, and you, with the Boatſwains and Carpenters of the reſpective Ships in your Diviſion, are frequently to examine the condition of all ſuch Stores, and to report under your hand, without delay, to the Maſter Attendant, all ſuch deficiencies or defects as you may diſcover therein. You are alſo to aſſiſt the Clerk of the Survey in examining the condition and expence of all the Stores allowed, and to ſee that they be properly and excluſively uſed for the purpoſes for which they were intended, and that none be embezzled; and when any demands for Stores are made for any Ship in your Diviſion, you are to examine them, and if you ſee no objection you are to ſign the ſame in teſtimony of your approval thereof. You are alſo to pay the moſt vigilant attention to the conduct of all the Officers, and every other perſon belonging to the Ordinary, for preventing every kind of abuſe, embezzlement, or other irregularity.

6.

You are, with the Boatſwains and Carpenters of the reſpective Ships of your Diviſion, to examine all their appropriated Stores, quarterly, in the ſeveral Storehouſes, Berths, Bins, and all other places in the Yard where they may be depoſited, in all which places ſhall be kept a liſt of the Stores contained therein; and once in each year you are, with thoſe Officers and the Storekeeper, to examine the particular ſtate of each Article, according to the liſt above-mentioned, and you are to report in writing to the Maſter Attendant the reſult of every ſuch examination, particularly noting ſuch Articles as you may find defective, whether from accident or time, in order that they may either be repaired or be iſſued for immediate uſe.

7.

You are not to grant leave of abſence to any perſon belonging to the Ordinary under any pretence whatever; and if you ſhould diſcover that any of the Officers, or Shipkeepers or Servants, are abſent from their duty without leave, you are forthwith to report the circumſtance to the Maſter Attendant, for the information of the Commiſſioner and the Clerk of the Check.

8.

In order that leave of abſence may not inadvertently be granted to too great a proportion of the Officers of the Ships of your Diviſion at one time, to the prejudice of the Service, you are to give thoſe who may intend to ſolicit leave of abſence, a Note, certifying to the Maſter Attendant, by whom it is to be communicated to the Commiſſioner, what Officers, if any, belonging to the ſame Ship are deficient, or Appendix, N° 10.

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may already have had leave, and how far the Service will admit of the abſence of the party then ſoliciting, with ſuch other particulars as may enable the Commiſſioner to judge of the propriety of the requeſt.

9.

You are, in your return for each month, to note the time that each Officer mentioned therein may have been abſent from his Ship in the courſe of that month; and at the end of the year you are to abſtract from the ſeveral monthly reports, and ſtate each Officers annual abſence, for the purpoſe of enabling us to judge of his diligence and attention.

10.

You are, when not prevented in conſequence of being ordered to ſuperintend any particular Service, conſtantly to attend the monthly muſters of the Ordinary to account for the abſence of all Officers and other perſons belonging to the Ships of your Diviſion, who may have been neceſſarily left on board in charge of the Ships.

11.

When any perſons belonging to any of the Ships of your Diviſion, ſhall be ſo ſick or hurt as to require medical or ſurgical aid, you are immediately to give notice thereof to the Maſter Attendant, in order that he may require the Surgeon to attend; but in caſes of emergency, which may not admit of delay, application is to be made to the Surgeon immediately by yourſelf; and your Boat, or ſuch other as, on application to the Commiſſioner, he ſhall appoint for the purpoſe, is to attend the Surgeon on all ſuch occaſions.

12.

Whenever the Surgeon of the Yard ſhall deem it proper to ſend an Officer or other perſon belonging to the Ordinary, on ſhore to an Hoſpital or Sick Quarters, you are, by Note, to inform the Maſter Attendant thereof, who is to report the ſame to the Commiſſioner, in order that he may, if the circumſtances require it, direct a ticket to be granted to the party for that purpoſe.

13.

You are to receive from the Officers under your ſuperintendence, all their reſpective reports and demands, which you are to counterſign, and deliver to the proper Officers of the Yard, in order that they may be examined and complied with as ſhall be judged proper.

14.

You are to join the Maſter Attendant in granting to each Officer of the Ships in your Diviſion, at the end of each quarter, a Certificate, agreeably to the Form in the printed Regulations for the Ordinary, for receiving their pay, provided they ſhall have ſtrictly performed their reſpective duties, agreeably to the ſpirit and meaning thereof, and to which Certificate you are, as occaſion may require, to add ſuch particulars as may, in your opinion, aſſiſt us in forming a proper judgment of the capacity and merit of the ſeveral Officers under your inſpection.

15.

You will be allowed proper Colours for making the ſignals for the governance of the Ordinary, according to thoſe eſtabliſhed for that purpoſe, and annexed to theſe inſtructions, and you are at liberty, with the concurrence of the Maſter Attendant, and ſubſequent approbation of the Commiſſioner, to make any addition thereto as circumſtances may require.

Appendix, N° 11.

16.

You are to take care that the Fire Engines lodged on board the Ships of your Diviſion, be kept always fit for uſe, and ready ſling for being hoiſted out, to aſſiſt any Ship in caſe of accident; and you are to ſee that the extra Hawſers and other Stores be kept in complete order, and ready at hand for being carried to any Ship that may be in diſtreſs.

17.

You are to pay the utmoſt attention to the uſe of Brodie's Stoves, and in damp weather, particularly in winter, cauſe them to be lighted and put out by ſignal, and if you ſhould find that an additional Stove would, on any occaſion, be uſeful, you are to apply for it, adviſing with the Maſter Shipwright and his Aſſiſtants, from time to time, reſpecting the moſt advantageous way of uſing the Stoves; and in order to prevent accidents by Fire, you are to give the moſt poſitive directions to the Officers and Shipkeepers to pay conſtant attention to the Stoves during the time they

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the y arelighted, and never allow any thing but coals or cinders to be burnt in them. You are alſo, at the end of each quarter, to give a Certificate of the number of hours during which the Stoves ſhall have been lighted in each Ship.

18.

You are, in your turn, as ſhall be eſtabliſhed by the Maſter Attendant, to attend monthly at the Victualling Office, with a Boatſwain, Gunner, and Carpenter from your Diviſion, for the purpoſe of ſurveying the proviſions to be ſupplied for the uſe of the Officers, Shipkeepers, extra Men, and Servants of the Ships of the whole of the Ordinary; and you are to take care that the quality of ſuch proviſions be not objectionable, and to attend the iſſue thereof, agreeably to the monthly warrants iſſued by the Maſter Attendant and Clerk of the Check.

19.

You are to conſider the Moorings and Bridles of the Ships of your Diviſion as particularly under your inſpection, and you are frequently and carefully to examine them, and upon diſcovery of any defect therein, you are immediately to make it known to the Maſter Attendant, in order that it may ſpeedily be repaired; and on the firſt day of every month, you are to give to the Maſter Attendant a general Account under your hand of the ſtate and condition of the ſeveral Moorings of your Diviſion; and you are to ſee that the rounding, worming, &c. which may have been iſſued for ſuch reparations, be properly accounted for.

20.

You are not to ſuffer any Merchant Veſſel to lie at the Moorings or Tranſporting Buoys, or alongſide of the Ships of your Diviſion, or to anchor ſo near them as to be liable to fall on board in ſwinging, excepting in caſes of abſolute neceſſity, and then no longer than may be required by the exigency of the caſe, which you are immediately to report to the Maſter Attendant.

21.

You are to ſuperintend the equipment and navigation of Ships and Veſſels which may be built for His Majeſty in private Yards, according to ſuch directions as you may, from time to time, receive from the Commiſſioner or the Maſter Attendant, with the approbation of the Commiſſioner.

22.

You are, when directed by the Maſter Attendant, to aſſiſt him in tranſporting Ships from and to their Moorings, whether for docking or any other purpoſe, and in any other occaſional duty of the Port, taking with you ſuch Boatſwains and Men of your Diviſion, or others, as the Maſter Attendant ſhall direct.

23.

When the Maſter Attendant ſhall have given directions for the employment of any Officers and Men belonging to your Diviſion, or extra Men put on board your Ships, from Ships in Dock or on Slips, you are to take care that they attend at the time and place appointed, whether on ſhore or afloat, and that the perſons who are to ſuperintend the ſeveral parties be furniſhed with liſts of the Men who are to be under their ſuperintendence reſpectively; you are to obſerve, however, that thoſe who ſhall be employed afloat are to be under your own immediate ſuperintendence, and that you are to be reſponſible for keeping them ſtrictly to their duty, allowing none to be abſent on any account whatſoever. They are to be muſtered by you every morning, and in the evening when they leave off work; and in caſe you ſhould be ſo employed as not to be able to attend them on ſuch occaſions, without neglecting what may appear to you to be a more material part of your duty, you are to cauſe the Officers, who may be appointed by the Maſter Attendant or yourſelf for ſuperintending during your abſence, to ſtate on the back of the liſts with which they are to be furniſhed as above directed, and which are to be returned every evening to you, the work on which the Men have been employed, and whether any and which of the Men may have behaved improperly or abſented themſelves, in order that they may be checked, mulcted, or diſcharged, according to the nature of the offence.

24.

You are, when directed, to join a ſurveying Maſter in the Survey afloat, of all the Articles of Furniture and Stores in the Boatſwain's Department, which may be complained of on board any of His Majeſty's Ships, and you are to report the

Inſtructions for the Superintending Maſters of His Majeſty's Ships lying in Ordinary.

reſult of every ſuch Survey to the Commiſſioner, in order that the neceſſary ſupplies may be furniſhed in lieu of ſuch as ſhall be found defective.

25.

You are in due time, on every Sunday throughout the year, and alſo on Chriſtmas-day and Good Friday, to make the ſignal for the people of your Diviſion to attend Divine Service at the hours appointed; and you are to make ſuch arrangements for their conveyance to the Yard for this purpoſe, as may prevent any greater number of Boats from going than may be neceſſary.

26.

You are to take care that no ſtrange Boats or Perſons be ſuffered to come on board, or loiter about the Ships of your Diviſion; and you are to pay particular attention to Boats, whether thoſe belonging to the Yard or others, paſſing and repaſſing to or from the Yard, or to or from any ſuſpicious Creek or other Landing-places, ſo as to diſcover and prevent, as far as poſſible, all theft and embezzlement of Stores. You are not to ſuffer any ſtrangers to ſleep on board the Ships of your Diviſion, nor to allow any Warrant Officer or other Perſon to keep a private Boat on board, or ply in any Boat for hire; and you are to obſerve that the Ship's Boats are to have all their Furniture taken out of them, and be properly moored before the ſetting of the Watch.

27.

You are to attend ſtrictly to the Standing Orders for the prevention of Smuggling, and neither to be concerned in ſuch practice yourſelf, nor to connive at it in any other Officer, as you muſt expect to be reſponſible for whatever impropriety you might by your care have prevented, in this as well as in every other reſpect.

28.

You are, in your turn, to row Guard by night, according to the directions which may be iſſued by the Reſident Commiſſioner, and in the morning to report to him, through the Maſter Attendant, the occurrences of the night, ſtating all irregularities you may diſcover, whether any and what Ship neglected to hail the Guard-boat, with the cauſe of ſuch neglect.

29.

In caſe the Superintending Maſter of any other Diviſion of Ships in Ordinary ſhould be ſick or abſent on leave, and his Diviſion be put under your care, you are to pay the ſame attention to it, in all reſpects, as to your own, viſiting it frequently, and ſeeing that the Service be regularly carried on, and all reports and returns duly made.

30.

You are to keep a Journal of all tranſactions reſpecting the Ships of your Diviſion, and the duties of your Office, noting therein the time of your viſiting each Ship, the defects diſcovered by you, the reports neceſſary to be made, the repairs done, the examination of Stores, the abſence and neglect of Officers, the muſtering of Ships by the Clerk of the Check, the viſits of the Maſter Attendant and Maſter Shipwright, the hours of Guard-boats paſſing, the times and continuance of the lighting of Brodie's Stoves, and all ſuch other particulars as may come under your obſervation relative to the Service. You will obſerve, that this Journal muſt be delivered to the Reſident Commiſſioner for his inſpection, within a week after the expiration of each quarter; and upon its being received at this Office and approved, a Certificate will be returned to the Commiſſioner to entitle you to receive your wages.

31.

You are not to have any extra allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of ten ſhillings per diem if employed afloat, and after the rate of fifteen ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

32.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Owner, Maſter, or other perſon in any reſpect connected with a Merchant Ship

Ship or other Veſſel, which, in caſe of neceſſity, ſhall have been allowed to come to the Moorings of your Diviſion, or having any connexion, either as a principal or an agent, with any part of your public duty. To this effect you, as well as every other Officer and Clerk belonging to the Yard, are to take an Oath according to the preſcribed Form, and to give a Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any civil capacity as an Officer whatſoever.

Inſtructions for the Superintending Maſters of His Majeſty's Ships lying in ordinary.

33.

In the abſence of the Maſter Attendant where there is but one, and of all of them where there are two or more, the ſenior Superintending Maſter is to act in his ſtead; and you are to obſerve, that while executing any part of the Maſter Attendant's duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

34.

Laſtly: You are at all times to comply with ſuch directions as you may receive from the Commiſſioner or Maſter Attendant, and diligently and faithfully to apply yourſelf to the execution of every ſuch Service as may be entruſted to your immediate ſuperintendence, always affording the Maſter Attendant every aſſiſtance in your power in the performance of his duty, and ſuggeſting to him all ſuch matters as may appear to you for the benefit of His Majeſty's Service.

INSTRUCTIONS FOR THE MASTER SAILMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

YOU are, under the direction of the Maſter Attendant, to ſuperintend the buſineſs of the Sail Loft; and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Sailmakers ſhall be at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Attendant.

Inſtructions for the Maſter Sailmakers at His Majeſty's Dock Yards.

2.

You are, every evening, to attend at the Office of the Maſter Attendant, for the purpoſe of receiving his inſtructions relative to the Work to be done in the Sail Loft the following day. You are to take particular care, that all Works under your ſuperintendence be performed in a good and workmanlike manner, and with as much expedition and economy as the nature of the Service may poſſibly admit; obſerving, that you will be anſwerable for the conduct of the Foreman and all other perſons employed under you, therefore if any of them ſhould miſbehave, or improperly perform their duty, you are, without delay, to report the circumſtance to the Maſter Attendant.

3.

You are to keep a liſt of all perſons employed in the Sail Loft, and you or the Foreman are to attend the muſtering of them every time they come into the Yard, and alſo upon their finally leaving it at night; on ſuch occaſions you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting ſuch as ſhall be actually preſent. You are alſo occaſionally to muſter them yourſelf whilſt at work, eſpecially when you ſhall ſuſpect any of them to be abſent, and to report to the Maſter Attendant and Clerk of the Check, all ſuch as ſhall be actually abſent from their duty, in order that they may be mulcted or diſcharged, as the caſe may require.

4.

You are to prepare all the Work for the Sailmakers, and when they ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to

Inſtructions for the Maſter Sailmakers at His Majeſty's Dock Yards.

work without delay, taking particular care that the Foreman and Leading men pay conſtant and unremitting attention to their duty. You are, daily, to allot to each man the particular Work to be performed by him on that or the ſucceeding day, keeping an Account of ſuch allotment, in order that you may make each anſwerable for the proper execution of the Work entruſted to him; and you and the Foreman are to take care that each perſon do complete the daily taſk thus given to him.

5.

All perſons propoſed to be entered as Sailmakers in the Yard are to be examined by the Maſter Attendant and you; and if they appear by indentures to have ſerved a regular Apprenticeſhip, and are conſidered by you both as duly qualified and fit to be employed, you are to join the Maſter Attendant in ſigning a Note, to be prepared by him, containing the name of every ſuch perſon, together with his place of nativity, age, and by whom he was laſt employed. Each perſon propoſed is to be ſent with ſuch Note to the Surgeon of the Yard to be examined, and if he ſhould be found fit for the Service, a Certificate to that effect is to be ſubjoined to the Note, which is afterwards to be forwarded with the party to the Reſident Commiſſioner for his approval; and when the Commiſſioner ſhall have marked his approval on ſuch Note, it ſhall be delivered to the Clerk of the Check, as his authority for entering the perſon therein named.

6.

You are, when required, to join with the Maſter Attendant, Clerk of the Check, Storekeeper, Clerk of the Survey, and ſuch other Officer or Officers as may be appointed for the purpoſe, in carefully inſpecting the quality of Canvas delivered into Store; and you are always to aſſiſt the principal Officers in the ſurvey of Twine, Beeſwax, Sail-needles and Palms, and any Article ſupplied by Contract for the uſe of your Department, as well as of all Sails made by Contract, giving your opinion how far each Article may or may not be agreeable to Contract, and with reſpect to the abatements in the price, which may appear to be proportionate to any defects which may have been diſcovered.

7.

When you ſhall have received the Maſter Attendant's directions for making any new Sails, you are to calculate the proper dimenſions of ſuch Sails, according to the Maſts and Yards of the Ship for which they may be intended; obſerving, that you are never to deviate from the eſtabliſhed dimenſions of Sails, without ſpecial orders from the Maſter Attendant; and you are to report, when neceſſary, to him, under your hand, the quantity of Canvas, Bolt Rope, &c. which will be required for making Sails, and for all other purpoſes, in order that he and the Clerk of the Survey may, by regular Converſion Notes, warrant the Storekeeper to iſſue the ſame to you; and you are to be careful to keep a regular Account of all Stores which you may have ſo received.

8.

You are carefully to attend to the cutting out of all Sails, Awnings, Boatſails, and all other Articles which you may be directed to make in the Sail Loft; and you are to keep a particular daily Account of the quantities of Canvas and other Stores expended for each Article.

9.

When a Bolt of Canvas is opened for the purpoſe of being converted, you are carefully to inſpect the middle of it, and to report to the Maſter Attendant, for the information of the Reſident Commiſſioner, whenever you ſhall have diſcovered the ſame to be of an improper quality, or in any reſpect inferior to the ends of the piece; ſtating at the ſame time the name and place of abode of the Manufacturer, and from what Yard, and when it has been received.

10.

You are to take care that the Store-cabin in the Sail Loft be always ſufficiently furniſhed with Stores of all kinds for the current Service; and you are to attend at the Maſter Attendant's office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at all other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities proper and neceſſary to be ſupplied to the Cabin-keeper.

11.

You are to draw Stores, from time to time, from the Store-cabin as they may be wanted, by a Note agreeably to the annexed Form; and you are, every evening, to

Appendix, N° 2.

ſign

Instructions for the Master Sailmakers at His Majesty's Dock Yards.

ſign the Cabin-keeper's book for all the Articles ſo drawn by you in the courſe of that day; and for all Stores which you ſhall have demanded in the courſe of any day, you are, on the evening thereof, to ſend an Account under your hand to the Maſter Attendant.

Appendix, N° 3.

12.

As the immediate duty of the Cabin-keeper in your Department will not occupy the whole of his time in the Sail Loft, you are to take care that he be employed on ſuch Work as he properly can attend to, without neglecting the charge of the Cabins.

13.

You are, when required, to attend the Survey of all Sails and other Articles in your Department, returned from any of His Majeſty's Ships, and to enter the ſame in a Survey-book, ſpecifying the ſtate of each particular Sail; and when, upon ſuch Survey, it ſhall appear to the Maſter Attendant and you that any Sails ought to be repaired, he and you are to determine upon the ſort of Canvas, Bolt Rope, &c. and to direct the quantities which may be required to repair each, together with the number of Men to be employed thereon; but if more Canvas ſhould be found neceſſary to be ſhifted in repairing a Sail, than upon Survey it ſeemed to have required, you are to report the ſame to the Maſter Attendant, and he and you are then jointly, upon a ſecond examination, to determine upon the additional quantities of Canvas, &c. that may be neceſſary. You are to obſerve, however, that if any part of the Canvas of condemned Sails ſhall be conſidered as fit for the repairs of other Sails, it is to be made uſe of for that purpoſe in preference to new Canvas.

Appendix, N° 12.

14.

You are to meaſure all Works performed in the Sail Loft, and to keep a particular Account thereof; you are alſo, at the end of each week, to deliver to the Clerk of the Survey an Account of all Sails and other Articles finiſhed in that week, ſtating the dimenſions of each Sail, and the quantity of Canvas, Bolt Rope, &c. uſed therein, the number of yards of workmanſhip, and at what rate; you are to do the like with reſpect to all other Articles made and repaired in the Sail Loft, in order that the ſame may be regularly charged to the Storekeeper, and the expence of the different Articles correctly aſcertained; and you are to obſerve, that the whole quantity of Canvas and other Articles which may be delivered to you, muſt be fully accounted for by you, either made up into the ſeveral Articles for which it was intended, or in remnants, ſo that it is your own intereſt, as well as your duty, to prevent waſte and embezzlement by every means in your power.

15.

You are to attend to the cutting out of all Sails to be made by Contract, and to keep an Account thereof, ſpecifying the dimenſions of each Sail to be made, and the quantity of Canvas delivered for the purpoſe. You are alſo to viſit the Premiſes of Contract Sailmakers once in every week, when ſo directed, taking care that no Materials of an improper quality be made uſe of; and you are to keep a particular Account of all Sails which may be delivered in by them, until they can be regularly ſurveyed and received, when you are to take care that all the Canvas and other Articles be ſtrictly and fairly accounted for.

16.

You are to keep a Progreſs Book according to the annexed Form, of all Works daily performed in the Sail Loft; and regularly on Saturday morning in each week, or ſuch other day as may be directed, you are to deliver to the Maſter Attendant a Copy, under your hand, of the Entries in that Progreſs Book for the week; ſpecifying the number of Sailmakers employed upon each particular Service, as well as the time loſt by each Man, the Sails completed in the courſe of the week, when thoſe in hand will be finiſhed, and alſo certifying that all the Works performed have been executed in a good and workmanlike manner.

Appendix, N° 9.

17.

You are frequently to inſpect the ſtowage of Sails in Store, and to repreſent to the Maſter Attendant when any alteration therein ſhall appear to you to be neceſſary, in order that he may make an arrangement with the Storekeeper for that purpoſe. You are alſo to keep a book, in which you are to inſert a deſcription of all Sails that are complete for Ships fitting or lying at your Port; and you are to keep an Account of all Sails iſſued, and to report to the Maſter Attendant when any part of the

Inſtructions for the Maſter Sailmakers at His Majeſty's Dock Yards.

the Canvas compoſing them, ſhall from any circumſtance be inferior to what it ought.

18.

When any Sails ſhall have been returned to the Sail Loft for repair, or for any other purpoſe, you are immediately to meaſure them, and if you ſhould find that any Sail is not of its original dimenſions, you are forthwith to report the Circumſtance in writing to the Maſter Attendant, and you are alſo to take care that no wet Sails be brought into the Sail Loft.

19.

You are, when directed, to join in the Survey of all Sails and Articles of Canvas belonging to Ships purchaſed or hired for His Majeſty's Service, and you are faithfully to report your opinion of the actual ſtate and value of all ſuch Articles.

20.

You are, from time to time, to point out to the Maſter Attendant ſuch of the Sailmakers as ſhall appear to you to be incapable of performing a day's work, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

21.

If any of the men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Attendant; and you are, in like manner, to report to the Maſter Attendant when a Man, after having been ſick or hurt, ſhall return to his duty.

22.

You are to attend at the Pay Office when the Sail Makers are to be paid, ſo as to be ready to give every information in your power relative to their time and earnings.

23.

When the Sailmakers work by candle-light, you are to conſider it a very important part of your duty to eſtabliſh the moſt effectual regulations for preventing accidents by Fire, and to ſee that all the Lights be carefully extinguiſhed before the people go to the evening muſter; you are alſo to take care that the Sail Loft be properly ſecured every evening, and that no perſon what ever be ſuffered to remain therein. You are, without fail, to give a written Report to this effect, agreeably to the annexed Form, every evening, to the Officer having charge of the Civil Watch, and alſo to lodge the key of the Sail Loft with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foreman duly authorized by you, ſhall apply for it when the people return to work.

Appendix, N° 7.

24.

On the ringing of the Bell for the Men to go out of the Yard, you or the Foreman are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away; and you are to take care that no Sailmaker be ſuffered to go out of the Yard, with a Frock or Trowſers on. If you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of finding any thing improper upon him, the circumſtance is to be reported to the Maſter Attendant, who will communicate the ſame to the Commiſſioner.

25.

You are to join with the Maſter Attendant in examining every perſon who may be recommended to ſerve as a Sailmaker on board His Majeſty's Ships, and in granting to ſuch perſon a Certificate of his ability to ſerve in that capacity, if to the beſt of your judgment you find him properly qualified.

26.

You are not to have any extra allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

You

27.

Instructions for the Maſter Sailmakers at His Majeſty's Dock Yards.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any other perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

28.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Maſter Attendant; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch orders as may from time to time be given to you by the Maſter Attendant relative to your Department, applying yourſelf diligently to the execution of your duty; you are to ſuggeſt to him any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and always report to him any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed in the Sail Loft.

INSTRUCTIONS FOR THE FOREMEN OF THE SAILMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Foremen of the Sailmakers at His Majeſty's Dock Yards.

YOU are, under the direction of the Maſter Attendant and Maſter Sailmaker, to ſuperintend all Works carrying on in the Sail Loft, and you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Sail Makers are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Attendant.

2.

You are conſtantly to attend the muſtering of the Sailmakers when they enter the Yard, and you or the Maſter Sailmaker are likewiſe to attend the muſtering of them upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men, and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty.

3.

When the Sailmakers ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without delay, and to report to the Maſter Sailmaker if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, leave his Work during working hours, or in any way miſbehave; you are alſo to give to each Man his particular ſtint or taſk, according to ſuch directions as you may receive from the Maſter Sailmaker; and you are to take the moſt particular care, that each perſon do complete the daily taſk thus given to him in a good and workmanlike manner.

Inſtructions for the Foremen of the Sailmakers at His Majeſty's Dock Yards.

4.

You are to follow all ſuch directions as may from time to time be given to you by the Maſter Sailmaker, relative to the cutting out, making, and repairing of all Sails, taking particular care that the eſtabliſhed dimenſions of a Sail be not altered on any account or under any pretence whatever, without the ſpecial order of the Maſter Sailmaker.

5.

If, in the courſe of repairing a Sail, it ſhall be found neceſſary to ſhift any more Canvas than the Maſter Sailmaker may have directed in the firſt inſtance, you are immediately to report the circumſtance to him, in order that you may receive further orders for your proceeding.

6.

You are carefully to inſpect the quality of all Canvas and other Articles, while under the hands of the Workmen, and to report to the Maſter Sailmaker when you ſhall diſcover that any Article is of an improper quality.

7.

In the abſence of the Maſter Sailmaker, or when you ſhall be ſo directed, you are to aſſiſt in the Survey of all Articles ſupplied for the Sail Loft, and of Sails made by Contract, or returned from Ships; and in all caſes while executing any part of the Maſter Sailmakers duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, and ſhall have communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

8.

You are, from time to time, to point out to the Maſter Sailmaker ſuch of the Sailmakers as ſhall appear to you incapable of performing a day's work, in order that he may repreſent the ſame to the Maſter Attendant, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

9.

You are to pay due attention to ſuch Regulations as ſhall, from time to time, be eſtabliſhed by this Board, for the payment of weekly Subſiſtence Money to the Artificers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

10.

When the Sailmakers work by candle-light, you are to conſider it a moſt important part of your duty, to join the Maſter Sailmaker in ſeeing that all the Lights be carefully extinguiſhed, immediately after the people leave work.

11.

On the ringing of the Bell for the Men to go out of the Yard, the Maſter Sailmaker or you are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away; and you are to take care that no Sailmaker be ſuffered to go out of the Yard with a frock or trowſers on; if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found upon him, the circumſtance is to be reported to the Maſter Sailmaker, who will communicate the ſame to the Maſter Attendant.

12.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your

your Salary; and in case of default therein, you will be dismissed from your situation, and declared incapable of serving His Majesty in any civil capacity whatever.

Instructions for the Foremen of the Sailmakers at His Majesty's Dock Yards.

13.

Lastly: You are, constantly and unremittingly, to assist the Master Sailmaker in every part of his duty, strictly obeying and attending to all such orders and instructions as he may from time to time give or communicate to you, whether verbally or in writing. You are always to use your best endeavour to detect and prevent embezzlement and abuse of every kind. You are to suggest to the Master Sailmaker any improvement in carrying on the business under your superintendence, which may occur to you, for the benefit of His Majesty's Service, and report to him any misconduct or irregularity which you may discover.

INSTRUCTIONS FOR THE MASTER RIGGERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commissioners of His Majesty's Navy.

ARTICLE 1.

YOU are, under the direction of the Master Attendant, to superintend all Works carrying on by the Riggers; and you are to be constant in your attention to your duty, not only during the common working hours of the Yard, but also at all other times, whether by day or by night, when you shall be required to attend, or when any of the Riggers shall be at work; observing that you are not, on any account or under any pretence whatever, to be absent for a day, without leave from the Resident Commissioner, nor for any less period, without the knowledge and consent of the Master Attendant.

Instructions for the Master Riggers at His Majesty's Dock Yards.

2.

You are, every evening, to attend at the Office of the Master Attendant, for the purpose of receiving his instructions relative to the Work to be done in the Rigging-house on the following day; and you are to take particular care, that all Works under you superintendence be performed in a good and seaman-like manner, and with as much expedition and economy as the nature of the Service may possibly admit; observing, that you will be answerable for the conduct of the Foreman and all other persons employed under you, therefore if any of them should misbehave, or improperly perform their duty, you are, without delay, to report the circumstance to the Master Attendant.

3.

You are to keep a list of all persons employed in the Rigging-house, and you or the Foreman are to attend the mustering of them every time they come into the Yard, and also upon their finally leaving it at night; taking care that no man answers for another, in order that the Clerk of the Check, by such imposition, may not mark any as mustered excepting those who shall be actually present, and do their duty. You are also occasionally to muster them yourself whilst at work, especially when you shall suspect that any of them have left their Work, and report to the Master Attendant and Clerk of the Check all such as shall be actually absent from their duty, in order that they may be mulcted or discharged, as the case may require.

4.

You are to take particular care that the people go to work immediately after they shall have been mustered upon coming into the Yard, and that the Foreman and Leading-men pay constant and unremitting attention to their duty; you are to allot to each Leading-man the particular Work upon which the people under his superintendence are to be employed, and he is to be answerable for the proper performance of the Work entrusted to him.

5.

When a Rigging Warrant for a Ship building, repairing, or fitting, shall have been prepared and signed by the Master Attendant and Clerk of the Survey, you are to receive from the Storekeeper all the Cordage, Blocks, and other Stores therein mentioned, and to cause the same to be conveyed to the Rigging-house, where you are to lodge them in the custody of the Cabin-keeper. You are also to take care that the Store-cabin in the Rigging-house, be always sufficiently furnished with Stores of all kinds

Inſtructions for the Maſter Riggers at His Majeſty's Dock Yards.

kinds for the current Service, and you are to attend at the Maſter Attendant's Office on the firſt day of every month, at ſuch hour as ſhall be fixed by him, and alſo at all other times as occaſion may require, for the purpoſe of ſettling the reſpective quantities, proper and neceſſary to be ſupplied to the Cabin-keeper.

6.

You are to draw Stores from the Store-cabin, from time to time as they may be wanted, by a Note agreeably to the annexed Form; and you are, every evening, to ſign the Cabin-keeper's book, for all the Articles ſo drawn by you in the courſe of that day, and alſo to ſend a Note thereof under your hand, every evening, to the Maſter Attendant.

Appendix, N° 2.

Appendix, N° 3.

7.

You are to cut out all ſtanding rigging for His Majeſty's Ships, according to the Rigging Warrant with which you may be furniſhed, and take care that all Rigging be fitted in every particular conformably to the directions of the Maſter Attendant.

8.

When you ſhall have completed the Rigging and Blocks for Ships bringing forward and not in commiſſion, you are take care that they have proper tallies, on which are to be marked the name of the Ship, and the time when fitted, and to deliver them into the charge of the Storekeeper, who will place them in the births allotted to the reſpective Ships to which they belong; you are to give an Account of what you ſhall ſo deliver to the Maſter Attendant and Clerk of the Survey, in order that the Storekeper may be regularly charged therewith. When any articles of Rigging belonging to a Ship in commiſſion ſhall have been completed in the Rigging-houſe, you are to deliver the ſame to the proper Officer upon his applying to you for that purpoſe, provided you ſhall have received authority for ſo doing from the Maſter Attendant.

9.

When you ſhall receive orders for ſending any of the Riggers afloat, you are immediately to appoint Men for the purpoſe, and to direct the Foreman or Leading-men to attend them. You are to be careful that all the Cordage and Stores, which it may be proper for them to take with them, be timely provided, ſo that there may be no delay. You are alſo to take care that the Foreman or Leading-men ſhall account to you, on the return of the people to the Yard, for all the Articles which they may have taken with them.

10.

You are, under the direction of the Maſter Attendant, to have the charge of providing and keeping in readineſs all Bridles and other Articles required for conſtantly preſerving the Moorings, tranſporting and other Buoys, in a complete ſtate; entering in an Account, to be kept by you for his information, all ſuch Articles as may, from time to time, be iſſued for repairs, or returned to the Yard from the Moorings or Buoys; and you are to take care that all unſerviceable Articles be immediately reported to the Maſter Attendant, in order that they may be regularly returned into Store.

11.

You are, under ſuch Regulations as ſhall be made by the Maſter Attendant, to attend to the Lighters, Launches, and other Craft belonging to the Yard, and to take care that they be properly ſecured at night, and always kept in readineſs for Service; and that ſuch of them as may be directed to be moored to the Sheer Hulk, be conſtantly provided with all neceſſary Articles for giving aſſiſtance to Ships that may require it.

12.

You or the Foreman, when ſo directed by the Maſter Attendant, are to attend the docking and undocking of Ships, as well as the tranſporting of Ships from one ſituation to another, and ſeeing them properly ſecured, taking care to provide all neceſſary Articles for thoſe purpoſes.

13.

You are, when directed, to cauſe all Anchors to be puddened when wanted for Service, taking care that the ſame be done in a proper manner.

14.

You are, if ſo required, to attend the Maſter Attendant in Surveys of Cables and Rigging, whether on ſhore or afloat; and you are, on all ſuch occaſions, to ſtate to him faithfully your opinion reſpecting the quality and ſtate of the Articles ſurveyed.

If

15.

Instructions for the Maſter Riggers at His Majeſty's Dock Yards.

If it ſhould appear to you that any part of a condemned Gang or Set of Standing Rigging, or any Article of Rigging returned to the Yard as unſerviceable, can, with advantage, be applied to any other purpoſe, you are to repreſent the ſame to the Maſter Attendant, and with his approval to convert it accordingly, obſerving, that the Spun Yarn which may be taken from it, is to be applied to the uſes of the Rigging-houſe and Sail-loft; and you are to cauſe great care to be paid to the ſtripping off, parcelling, and worming from Rigging while refitting, in order that ſuch part of it may be re-applied as ſhall be found ſerviceable.

16.

As the immediate duty of the Cabin-keeper in your Department, will not occupy the whole of his time in the Rigging-houſe, you are to take care that he be employed on ſuch Work as he can properly attend to, without neglecting the charge of the Cabin.

17.

You are to keep a Progreſs Book of all Works daily performed by the Riggers and their Labourers; and regularly on Saturday morning in each week, or ſuch other day as may be directed, you are to deliver to the Maſter Attendant a Copy under your hand of the Entries in that Progreſs Book for the week, ſpecifying the number of Riggers and Riggers' Labourers employed upon each particular Service, the Rigging completed in the courſe of the week, and when the Works in hand will be finiſhed; and certifying that all Works completed have been performed in a good and workmanlike manner. Appendix, N° 13.

18.

All perſons propoſed to be entered as Riggers and Riggers' Labourers in the Yard, are to be examined by the Maſter Attendant and you; and if conſidered by you both as duly qualified, and fit to be employed, a Note is to be prepared, with which the party is to be ſent to the Surgeon for his examination, and afterwards to the Commiſſioner for his approval. You are to take care that no infirm Out-penſioner of Greenwich Hoſpital, perſons above the age of 35 years, or other improper perſons, be recommended by you to be entered as Riggers or Riggers' Labourers; preference is always to be given to ſuch Men as can produce teſtimonials of their having been brought up to the Sea, and eſpecially to ſuch as have ſerved in His Majeſty's Ships.

19.

If any Man employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Attendant; and you are in like manner to report to the Maſter Attendant when a Man, after having been ſick or hurt, ſhall return to his duty.

20.

You are, from time to time, to point out to the Maſter Attendant ſuch of the Riggers or Riggers' Labourers as ſhall appear to you to be incapable of performing a day's work, in order that he may, with the approbation of the Commiſſioner, place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

21.

You are to attend at the Pay Office when the Riggers are paid, ſo as to be ready to give every information in your power relative to their time and earnings.

22.

When the Riggers work by candle-light, you are to conſider it a moſt important part of your duty to eſtabliſh the moſt effectual regulations for preventing accidents by Fire, and to ſee that all the Lights be carefully extinguiſhed before the people go to the evening muſter. You are alſo to take care that the Rigging-houſe be properly ſecured every evening, and that no perſon whatever be ſuffered to remain in it when locked up. You are, without fail, to give a written report to this effect, agreeably to the annexed Form, to the Officer having charge of the Civil Watch for the night, and to lodge the key of the Rigging-houſe with the Warden, in whoſe poſſeſſion it is to remain until you, or the Foremen duly authorized by you, ſhall apply for it when the people return to work. Appendix, N° 7.

Inſtructions for the Maſter Riggers at His Majeſty's Dock Yards.

23.

On the ringing of the Bell for the Men to go out of the Yard, you or the Foreman are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found upon him, the circumſtance is to be reported to the Maſter Attendant, who will communicate the ſame to the Commiſſioner.

24.

You are not to have any extra allowance for ſubſiſtence or travelling while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight ſhillings per diem if employed afloat, and after the rate of twelve ſhillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

25.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any other perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

26.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner or the Maſter Attendant; but as theſe Inſtructions are to be conſidered by you only as a general outline of your duty, you are at all times to obey, with the moſt ſtrict attention, all ſuch orders as may, from time to time, be given you by the Maſter Attendant, applying yourſelf diligently and faithfully to the execution of your duty; and you are to ſuggeſt to him any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, always uſing every means in your power to detect and prevent abuſe and embezzlement of every kind, and reporting to the Maſter Attendant any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed in the Rigging-houſe.

INSTRUCTIONS FOR THE FOREMEN OF THE RIGGERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Foremen of the Riggers at His Majeſty's Dock Yards.

You are, under the direction of the Maſter Attendant and Maſter Rigger, to ſuperintend all Works carrying on by the Riggers and Riggers' Labourers; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Riggers or their Labourers are at work; obſerving that you are not, on any account or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Attendant and Maſter Rigger.

You

2.

Instructions for the Foremen of the Riggers at His Majesty's Dock Yards.

You are conſtantly to attend the muſtering of the Riggers and their Labourers when they enter or go out of the Yard; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be actually preſent, and do their duty.

3.

When the Riggers and their Labourers ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed to work without any delay, and to report to the Maſter Rigger if any perſon ſhould fail ſo to do, loiter in the Tap-houſe, or elſewhere in the Yard, ſhould leave his Work during the working hours, or in any way miſbehave. You are alſo to allot to the Men the Work which they are to perform, according to ſuch directions as you may receive from the Maſter Rigger; and you are to take the moſt particular care that each Leading-man and other perſon do ſtrictly attend to his duty, and that all Works performed under your ſuperintendence be completed in a good and ſeamanlike manner.

4.

You are to follow all ſuch directions as may, from time to time, be given to you by the Maſter Rigger, relative to the cutting out, fitting, and repairing of all Rigging, taking particular care that the Rigging Warrant be not deviated from on any account or under any pretence whatever.

5.

When any of the Riggers ſhall be required to work afloat, you are, when directed, to accompany them, and you are to cauſe all the Stores and Materials which it may be proper for them to take on board, to be got in readineſs in due time, ſo that the Service may not be delayed; but you are to take particular care, that no unneceſſary or improper article of Stores be ſent from the Yard on any ſuch occaſion, and that any ſurplus Stores which may remain be carefully landed, and returned to the Rigging-houſe. You are to keep an exact Account of the Work performed by the Men under your ſuperintendence, while ſo employed afloat.

6.

You are not to allow any of the Riggers or their Labourers employed afloat, to uſe their own or any other private Boat, in going to or returning from work; and you are to take care that all Men ſo employed do return to the Yard, every evening, to be muſtered, and if they ſhould fail ſo to do, they will be checked or diſcharged, unleſs their abſence ſhall be ſatisfactorily accounted for.

7.

When the Riggers are to be employed afloat on board a Ship in commiſſion, in which it may be neceſſary that they ſhould be victualled, you are to preſent to the Captain or Commander a liſt, ſigned by the Maſter Attendant, of the names and qualities of all perſons to be ſo employed; if any of the Men inſerted in that liſt ſhould be taken away for other Service, or in any way leave the Ship, you will be careful to report the ſame to the Commanding Officer, in order that the proviſions for ſuch perſons may be ſtopped.

Appendix, N° 6.

8.

You are, when directed, to attend with ſuch Riggers as may be required at the docking and undocking of Ships, alſo to the tranſporting of them to and from their Moorings, the maſting and diſtmaſting of them, the navigating of them from Out-ports, and the ſailing or receiving of Ships out of or into the Harbour.

9.

In the abſence of the Maſter Rigger, whether from ſickneſs, by leave or otherwiſe, you are carefully to attend to the performance of his duty, and when you ſhall be ſo directed, you are to aſſiſt in the Survey of Cables and Rigging, either on ſhore or afloat; and in all caſes while executing any part of the Maſter Rigger's duty, whether in his abſence or by his directions, all inſtructions and orders which he may have received, and ſhall have communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf. You are to obſerve, however, that on his return to his duty, after having been abſent, you are to give him an Account, in writing, of what ſhall have been done in his abſence.

If

Inſtructions for the Foremen of the Riggers at His Majeſty's Dock Yards.

10.

If any of the Men while employed under your immediate ſuperintendence, ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Rigger, who is to deliver the ſame to the Maſter Attendant; and you are, in like manner, to report to the Maſter Rigger when a Man, after having been ſick or hurt, ſhall return to his duty, and the Maſter Rigger is to make the ſame known to the Maſter Attendant.

11.

You are, from time to time, to point out ſuch of the Riggers and their Labourers as ſhall appear to you incapable of performing a day's work, in order that the Maſter Rigger may repreſent the ſame to the Maſter Attendant, who, with the approbation of the Commiſſioner, will place them on a reduced rate of earning, put them on the liſt for ſuperannuation, or diſcharge them, as the caſe may require.

12.

You are, when required, to receive and diſtribute the Subſiſtence Money allowed to a certain number of the Riggers and their Labourers, according to the eſtabliſhed regulations on that ſubject.

13.

When the Riggers and their Labourers work by candle-light, you are to conſider it a moſt important part of your duty, at all times, to enforce every regulation for preventing accident by Fire.

14.

On the ringing of the Bell for the Men to go out of the Yard, you or the Maſter Rigger are conſtantly to attend at the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away. If you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe any thing improper ſhould be found upon him, the circumſtance is to be reported to the Maſter Rigger, who will communicate the ſame to the Maſter Attendant.

15.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon on your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

16.

Laſtly: You are, conſtantly and unremittingly, to aſſiſt the Maſter Rigger in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as he may from time to time give or communicate to you, whether verbally or in writing. You are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſe of every kind; you are to ſuggeſt to the Maſter Rigger any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

Inſtructions for the Boatſwains of the Sheer Hulks at His Majeſty's Dock Yards.

INSTRUCTIONS FOR THE BOATSWAINS OF THE SHEER HULKS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

YOU are, under the direction of the Maſter Attendant, to have charge of the Sheer Hulk to which you are appointed, and all Services therewith connected. You are conſtantly to reſide on board, obſerving, that you are not, on any account, or under any pretence whatever, to ſleep on ſhore, or to be abſent for a day without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Maſter Attendant.

2.

You are, every evening, to attend at the Office of the Maſter Attendant, for the purpoſe of receiving his Inſtructions relative to the Services to be carried on under your ſuperintendance the following day. You are to take particular care that all ſuch Services be performed in a proper manner, and with as much expedition and economy as the nature of it may poſſibly admit; obſerving, that you will be anſwerable for the conduct of all the perſons employed under you.

3.

You are to keep a correct Account of all perſons borne on the Sheer Hulk, taking care that, without loſs of time, they be employed on the duties aſſigned them; and if any of theſe perſons, or others, who may at any time be placed under your ſuperintendance, ſhould neglect their duty, or in any way miſbehave, you are to report the circumſtance to the Maſter Attendant, who will communicate the ſame to the Commiſſioner and the Clerk of the Check, in order that ſuch perſons may be mulcted or diſcharged, as the caſe may require.

4.

You are to ſee that the Hulk be at all times clean, and in perfect order in every reſpect, taking great care that the Capſtans be kept free of greaſe. You are to pay particular attention to her Moorings and Bridles, and alſo to the preſervation of the Sheers, Purchaſes, and Rigging, taking care, with the approbation of the Maſter Attendant, to unreeve the Maſting Falls, and put them under cover whenever the Service will admit of it. You are, at the end of each month, to report to the Maſter Attendant, in writing under your hand, the actual ſtate and condition of the Hulk, and all the Articles belonging to her.

5.

You are to ſuperintend the maſting and unmaſting of Ships, and to be particularly careful that the Laſhings be well put on, and that every precaution in your power be uſed to prevent accident in the execution of this very important Service. When Maſts ſhall be alongſide or aſtern of the Hulk, you are to take particular care to ſee them ſecured, and preſerved from injury; obſerving, that you will be reſponſible for any accident that may happen in conſequence of your neglect in this reſpect. And you are to report to the Maſter Attendant, for the information of the Reſident Commiſſioner, any inattention or improper proceedings which you may diſcover on the part of the Officers or Men in maſting or unmaſting a Ship, whether ſuch Ship be in commiſſion or otherwiſe.

6.

You are, when directed by the Maſter Attendant, to aſſiſt at the docking or undocking of Ships, and alſo in the tranſporting of Ships from one part of the Harbour to another, as well as at the ſailing and receiving of Ships out of or into Harbour.

7.

You are to take charge of all tranſporting Hawſers, Cables, Anchors, and other Stores, which may be put on board the Hulk for the purpoſe of being in readineſs to aſſiſt Ships. You are frequently to examine Hawſers and Cables, to ſee that they be in good condition, and to take care that the ends of them be pointed in the uſual manner. You are alſo to ſee that the Fire Engines on board be kept in a proper ſtate for Service, that they be conſtantly ſlung, and ready to be put into the Boat at the ſhorteſt notice, in caſe of accident by Fire.

Inſtructions for the Boatſwains of the Sheer Hulks at His Majeſty's Dock Yards.

8.

You are to take care that ſuch Launches as may at any time be ordered to be moored alongſide or aſtern of the Hulk, be properly ſecured, and with ſuch Hawſers in them as the Maſter Attendant ſhall direct; and you are always to ſee that ſuch Crews of Launches as may be directed to ſleep on board, be conſtantly ready, at a moment's warning, to go to any Ship requiring aſſiſtance.

9.

You are, monthly, by Warrant from the Maſter Attendant and Clerk of the Check, to draw from the Victualling Office all the Proviſions which you may be allowed for victualling ſuch Men as may be borne on the books of the Sheer Hulk; and you are to attend at the Victualling Office on the day appointed for a ſuperintending Maſter to examine the Proviſions for the Ordinary, in order that he and you may be ſatisfied that the quality of the Proviſions for the Hulk be not objectionable.

10.

You are to ſerve out Proviſions, not only to the Men borne on the books of the Sheer Hulk, but alſo to all ſuch others as the Maſter Attendant may occaſionally direct. You are to take particular care to iſſue to each perſon his proper allowance, agreeably to the ſtanding Regulations, and on no account whatever to purchaſe any article of Proviſions from the people whom you may be directed to victual.

11.

You are, at the end of each quarter, to ſettle your Account with the Agent Victualler at the Port.

12.

You are to apply to the Maſter Attendant for all Stores which may be wanted in your Department; and, as you are to be accountable for all Articles of every kind which may be delivered into your charge, you are, whenever any of them ſhall become unſerviceable, to report the ſame to the Maſter Attendant and the Clerk of the Survey, in order that a regular Survey may be held thereon, and that the defective Articles may be taken off your charge. You are always to take particular care of ſuch Maſting Falls as may be condemned, until they be returned into the charge of the Storekeeper, in order that the beſt parts may be converted for Gammoning for Ships Bowſprits.

13.

You are to cauſe a conſtant and ſtrict Watch to be kept on board the Hulk every night, and to cauſe all Boats to be hailed that paſs after the Watch is ſet, taking care that no Boat be allowed to come alongſide of the Hulk without your knowledge; nor ſhall any private Ships, Veſſels, or Craft of any kind, be allowed to make faſt thereto, except in caſes of real neceſſity, of which you are, without loſs of time, to inform the Maſter Attendant.

14.

You are not to ſuffer ſmuggled Wine, Spirits, or other unaccuſtomed Goods, to be lodged on board the Sheer Hulk on any account, or under any pretence whatever.

15.

When the Hulk is to undergo the annual refitting, you are to ſtate to the Maſter Attendant the Works that may be neceſſary to be done to her in his Department as well as in that of the Maſter Shipwright, in order that he may conſult with the latter reſpecting the moſt convenient time for taking her in hand, ſo as not to interfere with other duties of the Port. You are at the ſame time to apply to the Maſter Attendant for a general Survey of the Furniture and Stores of the Hulk, which is always to take place when the Hulk is refitted, and the Maſter Attendant and the Clerk of the Survey are to make a Report to the Reſident Commiſſioner of the ſtate the Stores are in, and whether any Article has been loſt or improperly expended in the courſe of the year.

16.

You are, on all occaſions, to uſe every precaution in your power for the prevention of accident by Fire, taking particular care to ſee that all Fires and Lights, excepting ſuch as may be in your own apartment, be extinguiſhed on the firing of the Port Admiral's Gun for ſetting the Watch; and if there ſhould be no Watch-gun fired, that the Fires and Lights, as above-mentioned, be put out regularly every evening at eight o'clock during the winter months, and at nine o'clock in ſummer.

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17.

Instructions for the Boatſwains of the Sheer Hulks at His Majeſty's Dock Yards.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Maſter Attendant; you are, in like manner, to report to the Maſter Attendant when a Man, after having been ſick or hurt, ſhall return to his duty.

18.

You are not to have any concern in any Sailing Craft or Fiſhing Veſſel belonging to the Port, nor to have any Boat on board the Hulk but what may be allowed to you from the Dock Yard; and you are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other Perſon, having any connection, either as a Principal or Agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath in the preſcribed Form, and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

19.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving ſpecial authority for that purpoſe from the Maſter Attendant; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are to obſerve, that it is further required of you, at all times, to obey, with the moſt ſtrict attention, all ſuch orders as may from time to time be given to you by the Maſter Attendant, or other your ſuperior Officer, relative to your Department, applying yourſelf diligently to the execution of your duty; and you are to ſuggeſt to him any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, always uſing your beſt endeavours to detect and prevent embezzlement, and abuſes of every kind; and reporting to the Maſter Attendant any difficulty or obſtruction which you may meet with in the performance of any part of the Service entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed under you.

INSTRUCTIONS FOR THE CABIN-KEEPERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Cabin Keepers at His Majeſty's Dock Yards.

YOU are, either individually, or jointly with another perſon, as may be directed, to have charge of a particular Store Cabin, with the Stores therein, to be aſſigned to you by the Maſter Attendant, if in his Department, and by the Maſter Shipwright, if otherwiſe. You are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Workmen in the Department to which your Cabin may be attached, ſhall be at work; obſerving, that you are always to attend muſter, and be ready at your Cabin before the Men begin to work, and not on any account, or under any pretence whatever, to be abſent for a Day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the principal Officer of the department to which you are attached. When another perſon ſhall be appointed to have charge of a Cabin jointly with you, you are to take care that your Cabin be not left by you both together at any one time, during the working hours of the Yard, and that you both remain there, as much as the nature of your duty will admit. You

are

Inſtructions for the Cabin-keepers at His Majeſty's Dock Yards.

are alſo always to take care that your Cabin be locked, and properly ſecured at night, and that the key be kept in your poſſeſſion, or in the poſſeſſion of your companion or joint Cabin-keeper, if any ſuch ſhould be appointed.

2.

You are to attend at the Office of the principal Officer of your department, on the firſt day of every month, with an Account or Demand of the reſpective quantities of Stores with which it may appear to you to be proper to ſupply your Cabin, for the uſe of the works going on, according to ſuch information as you may receive, upon applying to the Foremen or other Officers having the ſuperintendence of thoſe Works reſpectively; and when ſuch principal Officer ſhall have approved and ſigned the Demand, you are to take it to the Clerk of the Survey, in order that he may prepare a Warrant to the Storekeeper for delivering to you all the Articles therein mentioned.

3.

When you ſhall have received a Warrant for the delivery of any Stores, you or your companion, if any ſhould be appointed, are to go with it to the Storekeeper, and to receive all the Articles agreeably thereto; you are then to ſee them carefully conveyed to your Cabin, where you are immediately to enter the whole in a Supply Book, which is to be kept by you according to the annexed Form, obſerving, that you and your companion, if any ſhould be appointed, are to be perſonally, jointly, and ſeverally accountable for all Articles which ſhall be delivered into your charge.

Appendix, N° 3.

4.

You are to take care that all the Articles in your Cabin be arranged and kept in ſuch order, that you may at any time, without difficulty, be able to iſſue an Article when wanted.

5.

You are, from time to time, to deliver ſuch Articles as may be demanded from your Cabin, by a Note according to the annexed Form, ſigned by a Quarterman, or any ſuperior Officer in the Maſter Shipwright's Department, or by the Maſter Sailmaker or Maſter Rigger, in the Maſter Attendant's Department, according as your Cabin ſhall be attached to either of the Deparments of thoſe Officers. You are carefully to enter all the Articles ſo iſſued in your daily Expence Book or Waſte Book, to be kept agreeably to the annexed Form, always writing the name of the Quarterman, or other perſon who ſhall have ſigned the Note, againſt the entry of the Article iſſued in conſequence of it. You are to take particular care that no Article whatever be iſſued by you without a Note as above, and you are alſo to take care that all perſons who ſhall have drawn Stores from your Cabin, do regularly ſign your daily Expence Book in the column provided for that purpoſe, every evening, as an acknowledgment of their having received all the Articles therein entered againſt their reſpective names, always reporting to the principal Officer of your Department when any ſuch perſon ſhall fail ſo to do.

Appendix, N° 2.

Appendix, N° 15.

6.

You will be allowed Scales and Weights for the uſe of your Cabin, and you are to take care that all Articles delivered into your charge, by weight, be conſtantly weighed by you when you iſſue them.

7.

You are to take care that the quantity of every kind of Stores in your Cabin be always ſufficient for the probable expenditure, reporting the ſame from time to time to the Foreman or Maſter Workman, to whoſe Department your Cabin may be attached; and when any Article ſhall appear to be wanted, previouſly to the general monthly ſupply, you are to prepare a demand for it, which is to be ſigned by you and ſuch Foreman or Maſter Workman, and then delivered to the Maſter Attendant or Maſter Shipwright, as the caſe may be, for his approval, in order that a regular Warrant may be made out to the Storekeeper, as mentioned in Article 2d.

8.

You are, daily, carefully to abſtract into a book, according to the annexed Form, all the Articles iſſued by you for each particular Ship or Work in the courſe of the preceding day; and you are, at the end of each month, to enter under the Head of each particular Ship or Service, in a Monthly Expence Book or Ledger, according to the annexed Form, the total abſtracted quantity of each Article iſſued

Appendix, N° 16.

Appendix, N° 17.

for

Inſtructions for the Cabin Keepers at His Majeſty's Dock Yards.

for ſuch Ship or Service in the courſe of the month. You are alſo, at the end of each month, to deliver to the principal Officer of your Department, a copy under your hand, of the Account of the Charge againſt each particular Ship or Work in that period.

9.

At leaſt once in every week, on ſuch day as the principal Officer of your Department may appoint, you are to carry your Daily Expence-book to his Office, for his examination of the Expences, and, if found correct, he is to certify his approval in the Book.

10.

The remains of Stores in your Cabin are to be ſurveyed by the Clerk of the Survey at leaſt once in every month; and you are to afford him every aſſiſtance in your power, in aſcertaining the actual quantity of each Article remaining. He is to make out an Abſtract of all the Supplies and former Remains, and alſo of all the Expences approved, as mentioned in the preceding Article, ſo as to be enabled to judge how far your Accounts may have been fairly kept; and if there ſhould be any deficiency of Stores, however trifling, diſcovered upon any ſuch Survey, it is to be taken an account of, and reported by the Clerk of the Survey to this Board.

11.

You are to take charge of all Tools and Implements, of every deſcription, which may be lodged in your Cabin, for the uſe of the Workmen in your Department; and you are to keep a particular Account of all ſuch Tools or Implements as ſhall be delivered from your Cabin to Workmen for any particular Service, charging the ſame to the reſpective Workmen to whom they ſhall be delivered, and diſcharging them when they ſhall be returned; and if the Tools ſo delivered, be not returned to you immediately after the Service for which they were demanded ſhall have been completed, or if any Tools, when returned, ſhould be damaged owing to the miſconduct of the Workmen, you are to report the circumſtance to the principal Officer of your Department, in order that they may be charged againſt the Men's wages; but you are to obſerve, that if any Tools be miſſing from your Cabin, and you cannot account for them, they will be charged againſt you. You are alſo to take care that the eſtabliſhments of Tools and Implements for your Cabin be always kept complete, and that each Article be in a ſerviceable ſtate, reporting to the principal Officer of your Department, when any new Article ſhall be neceſſary.

12.

You are from time to time, as may be neceſſary, to return to the Storekeeper, by Note from the Maſter Attendant or Maſter Shipwright, according to the Department to which you may belong, and Clerk of the Survey, all unſerviceable Tools, as alſo all ſurplus Articles of Copper and other Stores not likely to be ſoon wanted, ſtrictly obſerving, that no Copper be kept in your Cabin any longer than may be abſolutely neceſſary.

13.

If the immediate duties of your Office, as Cabin-keeper, ſhould not occupy the whole of your time while you are required to remain in the Yard, you are to be employed in ſuch other manner in your Cabin as may be directed by the principal Officer of your Department, always obſerving, however, that your duty as Cabin-keeper, in ſtrictly attending to the iſſue of all Stores entruſted to your charge, is not to be neglected on any account whatever.

14.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon, having any connection, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect, you, as well as every other Officer and Clerk in the Yard, are to take an Oath, according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſitua-

Inſtructions for the Cabin-keepers at His Majeſty's Dock Yards.

tion, and declared incapable of ſerving His Majeſty in any civil capacity whatever. You are alſo to give Bond with a reſponſible Surety, in the ſum of £. 200. for the due and faithful execution of your Office.

15.

Laſtly: You are not, under any pretence whatever, to deviate from the Inſtructions contained in the foregoing Articles, without receiving a ſpecial authority for that purpoſe from the Reſident Commiſſioner, or the principal Officer of the Department to which you may be attached; but as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to follow ſuch directions as may be given to you for the more particular execution thereof; always obſerving, that as you are accountable for all Articles delivered into your charge, of whatever value they may be, it is your intereſt, as well as your duty, to uſe every means in your power to detect and prevent waſte and embezzlement of every kind, and that it is therefore expected that you will zealouſly and aſſiduouſly attend to the important truſt repoſed in you, and not fail to repreſent to the principal Officer of your Department every inſtance of irregularity or miſconduct which you may diſcover, as well as every difficulty or obſtruction which you may meet with in the execution of your Office.

INSTRUCTIONS FOR THE FOREMEN OF STOREHOUSE LABOURERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Foremen of Storehouſe Labourers at His Majeſty's Dock Yards.

YOU are, under the direction of the Storekeeper, to have the ſuperintendence of the Labourers employed in the Storehouſes; you are to be conſtant in your attention to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Storehouſe Labourers under your ſuperintendence ſhall be at work; obſerving, that you are not on any account, or under any pretence whatever, to be abſent for a day without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Storekeeper.

2.

You are to keep a Liſt of the Storehouſe Labourers placed under your ſuperintendence, and you are conſtantly to be at the Call Office in time to attend the Muſter of them on their coming into the Yard to work, taking care that no Man anſwers for another, in order that the Clerk of the Check, by ſuch impoſition, may not mark any as muſtered, excepting thoſe who ſhall be actually preſent; you are alſo occaſionally to muſter them yourſelf whilſt at work, eſpecially when you ſhall ſuſpect any of them to have left their work; and to report to the Storekeeper, and Clerk of the Check, all ſuch as ſhall prove to be ſo, in order that they may be mulcted, or diſcharged, as the caſe may require.

3.

You are, every evening, to attend the Storekeeper, for the purpoſe of receiving his Inſtructions relative to the employment of the Labourers under your ſuperintendence on the following day; and when they ſhall have been muſtered upon coming into the Yard, you are to cauſe them to proceed, without delay, to their reſpective ſtations in the ſeveral Storehouſes in which they are to be employed; and you are to ſee that they in every reſpect perform their Work with diligence and attention, reporting to the Storekeeper when any of them ſhall miſbehave or neglect any part of their duty; and obſerving, that you are to be anſwerable for the conduct of all perſons employed under you.

4.

You are to conſider yourſelf as having charge, under the Storekeeper, of the Storehouſes in which you may be employed; and you are to be accountable that no Article of Stores be taken away from the Storehouſe where you may be attending, without the ſanction of the Storekeeper, or the Iſſuing Clerk; taking care that none be delivered without being properly marked by the Clerk in the ſolving Column, on the Warrants.

You

Inſtructions for the Foremen of Storehouſe Labourers at His Majeſty's Dock Yards.

5.

You are to be very obedient and attentive to all orders which you may receive from the Storekeeper and his Clerks, and to give them every aſſiſtance in your power in weighing, meaſuring, and counting all Articles, for forwarding the correct Iſſue and Receipt of Stores of every kind; always taking care that the Labourers be very diligent, and that the Stores be properly tallied and ſtowed away, or carefully delivered, as the caſe may require, agreeably to the orders of the Storekeeper, or his Clerks, on that ſubject.

6.

You are at all times to pay particular attention to the ſtate of the Stores, frequently examining the ſame, eſpecially the moſt periſhable Articles; and if any are liable to injury for want of being removed or aired, you are to acquaint the Storekeeper with the circumſtance, and ſtrictly to obſerve all his Orders and Regulations reſpecting the opening of windows, and the manner in which Storehouſes are to be aired, and the Stores of every kind preſerved from damage.

7.

You are not, on any account, to ſuffer a ſtranger to go into any Storehouſe without being accompanied by an Officer of the Yard; nor ſhall any Out-keepers, Artificers, Labourers, or other perſons belonging to the Yard, be allowed to enter, except the eſtabliſhed Labourers employed therein, and ſuch others as may be ordered by the Storekeeper. In delivering Stores for Ships, you are to obſerve that no ſelection whatever is to be ſuffered, but you are to cauſe the Labourers to bring the proper Articles into the area of the Storehouſes, where the Officers of the Ships and their Men may receive them, as no Seamen, or other perſons, are unneceſſarily to be admitted into the Storehouſes.

8.

You are to be very attentive in preventing the Bins and other places, where ſmall Stores are depoſited, from being unneceſſarily kept unlocked, and that no Articles be lying about expoſed to embezzlement, as you will be accountable for whatever may be deficient.

9.

You are not to allow the Labourers employed in the Storehouſes to wear great coats, trowſers, or any other dreſs in which Stores may be concealed; you are to be very watchful in this reſpect, and if you fail in reporting to the Storekeeper any attempt which you may diſcover to embezzle the moſt trifling Article, you will be diſcharged from your ſituation, and proſecuted for the ſum in which you are bound for the faithful diſcharge of your duty.

10.

In ſtowing away or removing Oil of Tar, the utmoſt care is to be taken to prevent its coming in contact with any inflammable Article; for, were any accident to happen by which it ſhould be expoſed to the air, it would ſet fire to every Article of that kind which might happen to be near it.

11.

When it ſhall be abſolutely neceſſary for the Storehouſe Labourers to work by candle-light, you are to conſider it a very important and ſerious part of your duty carefully to prevent the candles from being taken out of the lanthorns or ſconces; and, when the people ſhall have left work, to inſpect every place in which candles ſhall have been uſed, for the purpoſe of ſeeing that they be all extinguiſhed. You are alſo to take the moſt particular care that the fires in the airing ſtoves, where it may be neceſſary to make uſe thereof, be properly attended, and be carefully put out before the Storehouſes are locked up.

12.

When the Storehouſe Labourers leave work, you are carefully to ſearch each of them as they paſs out of the Storehouſe, in order to prevent any Article, even of the moſt trifling nature, belonging to Government, from being carried away; and conſtantly before the Storehouſes are ſecured, you are to viſit every part thereof, to ſee that no perſon whatever remain therein; and having ſhut the windows, and locked the doors, you are to depoſit the keys with the Storekeeper, reporting that all is ſecure; you are alſo without fail, to give a written Report, agreeably to the annexed Form, every evening, to the Officer having charge of the civil watch, that you have carefully examined the Storehouſes, and left all ſafe. Appendix, N° 7.

You

Inſtructions for the Foremen of Storehouſe Labourers at His Majeſty's Dock Yards.

13.

You are to ſee that the Storehouſes, and all the avenues thereof, be kept clean, and that every thing in your department be kept in good order; you are frequently to inſpect the doors, windows, &c. of the Storehouſes and other places with which you are charged, and every Monday morning you are to make a Report to the Storekeeper of the ſtate thereof, pointing out ſuch repairs as may be required.

14.

If any of the Men employed under your ſuperintendence ſhould receive a hurt in the execution of his duty, you are forthwith to report the ſame, by a Note under your hand, to the Surgeon of the Yard, and alſo to the Storekeeper; and you are, in like manner, to report to the Storekeeper when a Man, after having been ſick or hurt, ſhall return to his duty.

15.

You are, from time to time, to point out to the Storekeeper ſuch of the Storehouſe Labourers as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe, in order that they may, with the approbation of the Commiſſioner, be placed on a reduced rate of earning, be put on the liſt for ſuperannuation, or be diſcharged, as the caſe may require.

16.

You are to pay due attention to ſuch regulations as ſhall, from time to time, be eſtabliſhed by this Board for the payment of weekly Subſiſtence Money to the Storehouſe Labourers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

17.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, nor any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath, according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

18.

Laſtly: The foregoing Articles of Inſtructions contain only a general outline of your duty, it being impracticable, as well as unneceſſary, to define the various Services on which you muſt occaſionally be employed; you are required, on all occaſions, to ſet a good example to your Men, by paying a moſt ſtrict obedience and attention to all Regulations and Orders which ſhall, from time to time, be made or given by the Commiſſioner or the Storekeeper, and by ſhewing a becoming zeal and alertneſs in carrying the ſame into effect, and uſing your beſt endeavours, upon all occaſions, to detect and prevent embezzlement, and abuſes of every deſcription. In ſhort, it is expected that you feel an intereſt in promoting His Majeſty's Service to the utmoſt of your power; and that you do, without favour or partiality, ſee that every perſon employed under you ſhall well and faithfully perform the Work required of him, and not fail to repreſent to the Storekeeper every inſtance of neglect or miſconduct which you may diſcover.

INSTRUCTIONS FOR THE MASTER ROPEMAKERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Maſter Ropemakers at His Majeſty's Dock Yards.

YOU are to have the ſuperintendence of all the Workmen employed in the Rope yard, and you are to be conſtantly attentive to your duty, not only during the common working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Ropemakers ſhall be at work; obſerving, that if a Houſe ſhall be allotted to you in the Yard, you are to make it your reſidence, and not to be abſent during the working hours, or remain out of the Yard during the night, without leave from us, or the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

You are daily to read, at the Office of the Clerk of the Rope-yard, all Orders and Letters which may be addreſſed to you and him jointly, or which he may have to communicate to you, relating to your reſpective Departments; and you are to deliberate with him reſpecting the manner in which ſuch Orders are to be executed, or the Letters anſwered, as the caſe may require; and you are at all times to have free acceſs in the Office of the Clerk of the Rope-yard, to all Warrants, Orders, and Letters, relating to your Department, whenever you ſhall have occaſion to conſult them for your guidance in the performance of your duty.

3.

You, or one of the Foremen, are to attend the muſtering of all perſons employed in the Rope-yard every time they come into the Yard, and alſo upon their finally leaving it at night, and you are on ſuch occaſions to give the Clerk of the Rope-yard every information in your power, ſo that no perſon ſhall be marked in the Muſter-book as preſent, excepting thoſe who ſhall be actually muſtered, and do their duty; and that no perſon be borne under one deſcription, and employed in the buſineſs of another.

4.

You are to take particular care that the people go to the different Works allotted them immediately after they have been muſtered. If any perſon ſhould fail ſo to do, or leave his Work during the working hours, you are to report the circumſtance to the Clerk of the Rope-yard, and jointly with him, to the Commiſſioner, in order that ſuch perſon may be mulcted, or diſcharged, as the caſe may require.

5.

You will be anſwerable for the due performance of all Works carrying on in the Rope yard; you are therefore, diligently and faithfully, to attend to the execution of them in a proper and workmanlike manner, taking care that Cables and Cordage, of every deſcription, be laid with a ſufficient preſs, and report to the Clerk of the Rope-yard ſuch perſons as may fail to execute their Work in a proper manner; you are particularly to take care that the Foremen do conſtantly attend for the purpoſe of preventing every poſſible abuſe, always reporting to the Clerk of the Rope-yard when any Foreman ſhall be abſent from his duty, in order that he may be mulcted of his pay.

6.

You are, every evening, to give directions to the ſeveral Foremen reſpecting the Works to be performed on the following day; and you are to take care that the proper number of perſons, and no more, be employed on each particular Work.

7.

All perſons propoſed to be entered as Ropemakers, or Workmen of any kind, in the Rope-yard, are to be examined by the Clerk of the Rope-yard and you; and if conſidered by you both as duly qualified, you are to make out a Note under your hands, containing the name of every ſuch perſon, together with his place of nativity, age, and former occupation. Each perſon propoſed is to be ſent with ſuch Note to the Surgeon of the Dock Yard to be examined; and if he ſhould be found fit for the Service, a Certificate to that effect is to be ſubjoined to the Note, which is afterwards to be forwarded, with the party, to the Reſident Commiſſioner, for his approval.

Inſtructions for the Maſter Ropemakers at His Majeſty's Dock Yards.

8.

When Hemp, or other Articles, excepting ſuch as ſhall be iſſued by the Storekeeper of the Dock Yard, are to be received for the Rope Yard, you are, with the Maſter Attendant, Clerk of the Check, Clerk of the Survey, and the Clerk of the Rope-yard, carefully to inſpect the quality of the Stores intended to be delivered. You are, in like manner, ſtrictly to ſurvey and examine all Cordage made by Contract which may be delivered into Store, and to join with thoſe Officers in rejecting all Articles which may not be, in every reſpect, agreeable to the Contract, or in fixing abatements in the price, proportionate to any defects diſcovered in any Articles which may have been directed by us to be received, reporting to us the actual ſtate of the ſaid Articles as ſhall appear, on comparing them with the Patterns delivered, or the deſcriptions given of them in the ſeveral Warrants and Contracts under which they may have been ſupplied.

9.

When the Clerk of the Check ſhall have prepared and ſent to you a Certificate under his hand, of the Stores ſupplied, or Work performed, by any Contractor or other perſon relating to your Department, you and the other Officers are to ſtate, under your hands, upon the back of ſuch Certificate, its agreement, or otherwiſe, with the Contract or other authority by which ſuch Stores or Works may have been received or performed. The laſt Officer who ſigns each Certificate is to return it to the Clerk of the Check, who is forthwith to ſend it to the Reſident Commiſſioner for his ſignature, as a proof of its having undergone his inſpection, and the Commiſſioner will then tranſmit the ſame to this Office.

10.

You are to ſettle with the Clerk of the Rope-yard reſpecting the quantity of Hemp to be iſſued to the Hatchellors on each day, always taking care that the oldeſt Hemp be firſt iſſued, unleſs you think it proper to uſe a cargo immediately that might be injured by keeping, or unleſs the oldeſt be required to be reſerved for a particular purpoſe; always reporting to us when you ſhall ſee occaſion for deviating from the eſtabliſhed rule of uſing the oldeſt Hemp firſt, and ſtating your reaſons for the ſame. The Hemp is to be delivered to the Hatchellors by weight, in bundles of ſeventy-five pounds each; and after being hatchelled, is to be delivered to the Spinners, in the ſame number of bundles of ſixty-four pounds each; and the Yarn ſpun is to be delivered to the Clerk of the Rope-yard every evening, at the rate of eighteen threads or yarns of one hundred and ſeventy fathoms for each bundle. Four hundred of theſe threads compoſe a haul of Yarn weighing twelve hundred weight and two quarters, and when tarred, will weigh fifteen hundred weight.

11.

You are to take care that the toppings, rakings, and flyings of Hemp in the different Hatchelling-lofts and Spinning-floors be collected every evening, and returned into the charge of the Clerk of the Rope-yard, who is to deliver the toppings and rakings, together with the Hemp-bands or girts, to the Foreman of the Hemp-dreſſers, from time to time, as the Service may require, in order that they may be dreſſed over fine tools, and put up in bundles of fifty-ſix pounds each, for the purpoſe of making ſmall cordage, at the rate of ſixteen threads or yarns for each bundle. When there may be a deficiency of old rope and junk, the toppets or ſhorteſt of the toppings may be ſpun for making laſhing, netting, and ſpun-yarn; but you are to take care that none be made uſe of for this purpoſe if there be ſuitable Articles of inferior quality in ſtore, and that old Rope fit for the purpoſe, be uſed for binding up coils of Rope inſtead of new ſpun-yarn, or any other Article, which may be more advantageouſly employed. You are to cauſe the faggs cut from the ends of new Cables, and other new cordage, to be knotted together, and made into Rope.

12.

You are to attend ſtrictly to ſuch directions as may be given by us from time to time reſpecting the manufacture of Cordage, and the daily taſk to be performed by the Workmen of every deſcription; and you are to inſtruct the Workmen in the ſeveral branches of Hemp-dreſſing, Rope-making, and Twine-ſpinning, according to the methods which may be pointed out to you.

13.

You are to cauſe all Cables and Cordage, down to three inches, made in the Rope-yard, to be marked with a white Yarn, twiſted the contrary way; and to cauſe a Mark-twine, conſiſting of two ſmall threads, to be put into Cordage of two and a half inches, and under; and the Mark-yarn or Twine is, in all caſes, to be doubled back

Inſtructions for the Maſter Ropemakers at His Majeſty's Dock Yards.

back at leaſt one fathom, forming a loop at each end, for the purpoſe of detecting embezzlement. You are to direct the Contract Ropemakers in your neighbourhood to mark, in like manner, all the Cordage which they may make for the Service of Government.

14.

You are to viſit the Contract Rope-grounds in your neighbourhood from time to time, when you ſhall be directed ſo to do, for the purpoſe of examining the materials actually uſed, and the manner in which they are manufactured, as well as of remarking whether the Overſeers do properly attend to their duty.

15.

You are to unlay and repair all damaged Cables, whenever, upon conſultation with the Maſter Attendant, and with the approbation of the Commiſſioner, it ſhall be judged that the ſame can be done with ſafety and advantage to the public Service.

16.

You are, with the Maſter Attendant and Storekeeper, on or before Saturday in each week, to make an arrangement reſpecting the ſpecies, ſizes, and quantities of Cables and Cordage to be made in the enſuing week, proportionate to the means of the Rope-yard, and to the known or probable wants of the Service.

17.

If Hemp which may have been received as good, and approved, ſhould, when opened for uſe, appear to have any material defect, you are forthwith to acquaint the Clerk of the Rope-yard, and he, the Maſter Attendant and Clerk of the Survey, are to join with you in reporting to us the actual ſtate of ſuch Hemp, with ſuch other circumſtances as may be neceſſary to a full explanation of the caſe.

18.

You are frequently to examine the ſtate of the Machinery, Utenſils, and Tools of every kind, made uſe of in the Rope-yard; and, from time to time, when neceſſary, to join with the Clerk of the Rope-yard in demanding, in writing under your hands, from the Clerk of the Survey, ſuch Articles of this deſcription as may be wanted for the Service.

19.

You are to keep a Progreſs book of all the Works performed under your ſuperintendence, and daily to deliver to the Clerk of the Rope-yard a Report, under your hand, of the number of bundles of Hemp parted, topt, and ſpun in that day, together with the number of threads ſpun, the hawls of Yarn tarred, the number of Men employed on Cables and Ropes of the various ſizes made, the number of hawls and threads expended in each, the quantity of each ſort of Cable and Cordage made, and any other Works performed by the people in the Rope-yard in the courſe of the day; and alſo certifying, that all the Works performed have been executed in a good and workmanlike manner.

20.

You are, after due examination, to ſign all the Clerk of the Rope-yard's weekly Returns to this Board, and alſo all the other Returns and Reports in which it may be your duty to join, previouſly to their tranſmiſſion to us, unleſs you ſhould decline to ſign them on account of a difference of opinion, in which caſe you are to ſtate your reaſons on the Report objected to.

21.

You are, with the Clerk of the Rope-yard, and one of your Foremen, to examine every perſon who may be recommended to ſerve as a Ropemaker on board His Majeſty's Ships, and to join the Clerk of the Rope-yard in granting to ſuch perſon a Certificate of his ability to ſerve in that capacity, if, to the beſt of your judgment, you ſhall find him properly qualified.

22.

The materials uſed in the Rope-yard being of a moſt inflammable nature, you are to conſider it a very important part of your duty to uſe every poſſible precaution to prevent accidents by Fire, in heating Tar or otherwiſe, and to be always prepared, to the utmoſt of your power, to extinguiſh Fire, if it ſhould unfortunately happen. You are not to ſuffer any Lights to be uſed in the Rope-yard, nor any Fire, excepting for the heating of Tar; and you are, on no account whatever, to allow any perſon to ſmoke Tobacco. You are alſo to take particular care, every evening after the

Inſtructions for the Maſter Ropemakers at His Majeſty's Dock Yards.

the people ſhall have left Work, to ſee that all Fires in the Tarring-houſe be properly extinguiſhed, and that the Rope-houſe be ſafe and properly ſecured; and you are forthwith to report to the Commiſſioner, in writing, that you have ſo done.

23.

When the people go out of the Yard, you, or one of the Foremen, or when you and the Foremen are engaged in other duties, one of the Layers, are to accompany them to the gate, to certify to the Warden it is proper that they be allowed to paſs and alſo in order to prevent any Article, however trifling, the property of Government, from being carried away; and if you, or the Foreman, ſhould ſuſpect any perſon to have an Article concealed about him, you are to cauſe him to be ſearched; and in caſe of any thing improper being found upon him, the circumſtance is to be forthwith reported to the Commiſſioner.

24.

You are not to have any extra allowance for ſubſiſtence or travelling, while employed within the limits of the Port; but when on duty beyond thoſe limits, you will be allowed after the rate of eight Shillings per diem if employed afloat, and after the rate of twelve Shillings per diem if travelling on ſhore, in addition to your actual carriage-hire.

25.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having buſineſs to tranſact either at the Yard or at this Office; nor are you, or any perſon in your behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any civil capacity whatever.

26.

Laſtly: You are not, under any pretence whatever, to deviate from the foregoing Inſtructions, without receiving a ſpecial authority for that purpoſe from us, or from the Reſident Commiſſioner; but, as theſe Inſtructions are to be conſidered by you as a general outline only of your duty, you are at all times to follow ſuch directions as may be given to you relating to your Department, and to ſuggeſt ſuch improvements as may occur to you, for the benefit of His Majeſty's Service, always reporting to the Commiſſioner any difficulty or obſtruction which you may meet with in carrying on any part of the duty entruſted to your care, or any miſconduct or irregularity which you may diſcover in any perſon employed in the Rope-yard.

INSTRUCTIONS FOR THE FOREMEN OF THE ROPEMAKERS AND LINE AND TWINE-SPINNERS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Foremen of the Ropemakers and Line and Twine Spinners.

YOU are, under the direction of the Maſter Ropemaker, to ſuperintend all Works carrying on in the Rope-yard; you are to be conſtant in your attention to your duty, not only during the working hours of the Yard, but alſo at all other times, whether by day or by night, when you ſhall be required to attend, or when any of the Ropemakers, Line or Twine-Spinners are at work; obſerving that you are not, on any account, or under any pretence whatever, to be abſent for a day, without leave from the Reſident Commiſſioner, nor for any leſs period, without the knowledge and conſent of the Clerk of the Rope-yard, and Maſter Ropemaker.

You

2.

Instructions for the Foremen of the Ropemakers and Line and Twine Spinners.

You, or at leaſt one of you, as may be directed by the Maſter Ropemaker, are conſtantly to attend the muſtering of all perſons employed in the Rope-yard, every time they come into the Yard, and alſo upon their finally leaving it at night; obſerving, for this purpoſe, that you be regularly at the Call Office before the time appointed for calling the Men; and you are to take care that no Man anſwers for another, ſo that the Clerk of the Rope-yard, by ſuch impoſition, may not mark any as muſtered excepting thoſe who ſhall be preſent, and do their duty; and that no perſon be borne under one deſcription, and employed on the buſineſs of another.

3.

You will, every evening, receive directions in writing from the Maſter Ropemaker, reſpecting the ſeveral Works to be performed on the following day; and in the morning, when the people ſhall have been muſtered upon coming into the Yard, you are to cauſe them to go to the different Works allotted to them without delay, obſerving that if any perſon ſhould fail ſo to do, loiter about the Tap-houſe, or elſewhere in the Yard, leave his Work during the working hours, or ſhould in any way miſbehave, you are to report the circumſtance to the Maſter Ropemaker. You are alſo, each of you, according to the directions which you may receive, to give to each perſon, who may be employed under your inſpection, reſpectively, the particular ſtint or taſk which he is to perform; and you are to take the moſt particular care that every perſon do complete the taſk thus given to him in a proper and workmanlike manner, as you will be anſwerable for the ſame.

4.

You are, in turn, to ſuperintend ſuch particular parts of the Works carrying on in the Rope-yard, as the Maſter Ropemaker, from time to time, may direct; but it is to be underſtood, that the firſt Foreman is particularly called upon to ſee that all the people be properly diſpoſed of for the ſeveral Works to be performed, and that the Layers and all other perſons do ſtrictly attend to their duty. He is alſo ſpecially to attend to the upper ends of the Laying-houſes, to take care that Rope of every ſize have only its proper number of threads, that the Yarns be ſtretched, and all made uniformly to bear, and that the Twine be hove in all Strands, Hawſers, &c. and particularly to ſuperintend the whole of the Laying-work, taking care that a proper preſs be laid on all Cables and Cordage according to their ſize. It is further the ſpecial duty of the firſt Foreman, to attend to the receipt of Hemp, taking care that no part of it be injured or embezzled in conveyance to the Storehouſe; that the Waggons be properly loaded and attended to, and that ſuitable coverings be in readineſs to prevent the Hemp from being damaged by rain.

5.

The Foreman who may be appointed to ſuperintend the Hemp-dreſſers and Line and Twine Spinners, is to attend to the weight, and keep an Account of all Hemp-girts, toppings, toppets, rakings, and other rough Hemp which may be delivered to him by the Clerk of the Rope-yard for the purpoſe of being dreſſed; and he is alſo to keep an Account of all Hemp delivered to him for making lines and twine, according to ſuch orders as he may from time to time receive. He is likewiſe to keep an Account of the dreſſed Hemp daily returned by him into Store, as well as of the oakum and rubbiſh ariſing therefrom, and alſo of the quantity of lines and twine daily ſpun; and he is, every morning, to deliver to the Maſter Ropemaker a particular Account, according to the annexed Form, of all ſuch Works completed by the ſeveral perſons employed under his inſpection on the preceding day; and every ſuch Account, after being approved and ſigned by the Maſter Ropemaker, is to be delivered, without delay, to the Clerk of the Rope-yard. It is alſo the duty of the Foreman of the Line and Twine Spinners, to join in examining all Twine ſupplied by Contract.

Appendix, N° 18.

6.

You are to take care, to the utmoſt of your power, that no Hemp be waſted, and that all bundles of Hemp topped under your inſpection, have the proper weight of ſixty-four pounds each, and be carefully delivered into Store every evening, together with the toppings, toppets, rakings, and flyings, which you are to cauſe the people to collect in the different Hatchelling-lofts and Spinning-floors where you may be ſtationed, taking care that they clean the floors every evening before they leave the Yard.

Inſtructions for the Foremen of the Ropemakers and Line and Twine Spinners.

7.

You are to take care that the Yarn ſpun each day for cordage, be collected into hauls of four hundred threads each, and that it be properly ſtowed away every evening in the place allotted for it.

8.

If any perſon ſhould receive a hurt in the execution of his duty, while employed under your immediate ſuperintendence, you are forthwith to ſtate the ſame, by Note under your hand, to the Surgeon of the Yard, and alſo to report the circumſtance to the Clerk of the Rope-yard, and to the Maſter Ropemaker.

9.

You are, from time to time, to point out to the Maſter Ropemaker ſuch of the Men employed in the Rope-yard as ſhall appear to you to be incapable of performing a day's work, whether from hurts, infirmity, or otherwiſe; and you are particularly to attend to the abilities of Workmen newly entered in the Yard, and, after a ſuitable trial, to report to the Maſter Ropemaker your opinion with reſpect to their fitneſs for the Service.

10.

You are to pay due attention to ſuch Regulations as ſhall, from time to time, be eſtabliſhed by their Board, for the payment of weekly Subſiſtence Money to the Ropemakers, whenever you ſhall be choſen by the Men to receive and diſtribute the ſame.

11.

You are to pay every attention in your power to the inſtruction of the Apprentices employed under your inſpection, reſpectively, reporting in writing to the Maſter Ropemaker, for the information of the Commiſſioner, at the time of each Quarterly payment, their conduct and progreſſive improvement. You are alſo to report to the Maſter Ropemaker if any of the Men, deriving advantage from Apprentices as inſtructors, ſhould neglect this important part of their duty.

12.

You are to be particularly careful that the Fires uſed for boiling Tar, as well as any other Fires which may be in the Rope-yard, be carefully extinguiſhed immediately after the people leave off work, and to be always prepared, to the utmoſt of your power, to extinguiſh Fire if it ſhould unfortunately happen. The firſt Foreman is to be particularly charged with this duty, as well as with the locking up of all the Buildings where Works are carried on; but it is nevertheleſs the indiſpenſible duty of all Foremen to join with him in this Service.

13.

When the people go out of the Yard, you, or at leaſt one of one you, as the Maſter Ropemaker may direct, are to accompany them to the Gate, in order to prevent any Article, however trifling, the property of Government, from being carried away, and if you ſhould ſuſpect any perſon to have any Article concealed about him, you are to cauſe him to be ſearched; and in caſe of diſcovering any ſuch, the circumſtance is to be forthwith reported to the Maſter Ropemaker, who will communicate it to the Commiſſioner.

14.

In the abſence of the Maſter Ropemaker, the firſt Foreman, or the ſenior Foreman who may then be preſent, is to act for him; and in all caſes while you may be executing any part of the Maſter Ropemakers duty, whether in his abſence or by his direction, all inſtructions and orders which he may have received, and ſhall have communicated to you, are to be conſidered and attended to by you in the ſame manner, in all reſpects, as if they had been originally addreſſed to yourſelf.

15.

You are not, either directly or indirectly, to have any intereſt or concern whatever in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government; nor are you, or any perſon for you, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Contractor, Tradeſman, Workman, or other perſon having any connexion, either as a principal or an agent, with any part of your public duty, or having any buſineſs to tranſact either at the Yard or at this Office; nor are you, or any other perſon in your behalf

behalf, to receive any fee, gratuity, or reward whatever, for the nomination or appointment of any perſon to be employed in any capacity in the Yard. To this effect you, as well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

Inſtructions for the Foremen of the Ropemakers and Line and Twine Spinners.

16.

Laſtly: You are, conſtantly and unremittingly, to aſſiſt the Maſter Ropemaker in every part of his duty, ſtrictly obeying and attending to all ſuch orders and inſtructions as he may, from time to time, give or communicate to you, whether verbally or in writing; and you are always to uſe your beſt endeavours to detect and prevent embezzlement and abuſes of every kind, ſuggeſting to the Maſter Ropemaker any improvement in carrying on the buſineſs under your ſuperintendence, which may occur to you, for the benefit of His Majeſty's Service, and report to him any miſconduct or irregularity which you may diſcover.

INSTRUCTIONS FOR THE WARDENS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Wardens at His Majeſty's Dock Yards.

YOU are to have the charge of the Gate of the Dock-yard, and you are to be conſtant in your attention to your duty, making the Houſe allotted to you in the Yard your reſidence, and not be abſent for a day, or any leſs period, without leave from the Reſident Commiſſioner.

2.

All the Warders employed in the Yard are to be under your ſuperintendence, and you are to take care that they be properly ſtationed, according to ſuch directions as you may receive on that head, and that they be attentive to their duty ſo as to prevent embezzlement. You are frequently to viſit their Poſts for that purpoſe, obſerving that you will be anſwerable for the conduct of all perſons employed under you.

3.

You are to continue in charge of the Gate until eight o'clock in the evening, from the ninth of November to the ſecond of February, both days included, and until nine o'clock during the reſt of the year; at which hours you are, according to the ſeaſon, to deliver the keys to the Commanding Officer of the Military Guard; and from the ringing of the Bell in the evening, to the hours above ſpecified, the Rounders and Watchmen at the Gate are to be under your orders, in the ſame manner as the Warders are when there on duty. Previouſly to the appointed time for ringing the Bell in the morning, you are to receive again the keys from the Commanding Officer of the Guard, and you are to be conſtantly at the Gate, except at ſuch times as you may deem it neceſſary to viſit the Warders at the different parts of the Yard, taking care that the Gate Warders do conſtantly attend at the Gate, and vigilantly and carefully execute the orders they receive, and obſerving that the Gates are to be kept ſhut as far as circumſtances will poſſibly admit.

4.

You are to cauſe the Yard Bell to be rung regularly at ſuch times, according to the ſeaſon of the year, as the Commiſſioner or (where there is none) the principal Officers ſhall direct, for the purpoſe of calling to their Work all the Artificers and Workmen of every deſcription employed in the Yard, and alſo for the leaving off Work and going out of the Yard at dinner-time, and in the evening; and you are to cauſe the Bell to be rung for the full ſpace of ten minutes, and no more, at every time the people may be called to Work.

5.

When the Workmen are coming into the Yard to their Work, you are to cauſe the Gates to be opened at the time the Bell ſhall begin to ring, and the people are to be allowed to paſs for the ſpace of half an hour from that time, after which the Gates are immediately to be ſhut; and you are not to ſuffer any Quarterman, Leading-man,

Inſtructions for the Wardens at His Majeſty's Dock Yards.

Leading-man, Artificer, or perſon of any deſcription employed in the Yard, to enter upon any pretence whatever, excepting ſuch perſons as have been employed on night-work, who may be allowed to go out of the Yard in the morning for refreſhment.

6.

The ſeveral Maſter-workmen being directed to deliver to you the keys of their reſpective Workſhops, Houſes, and Lofts, when the people leave Work at night, you are to take charge of all ſuch keys, which are to have copper tallies affixed to them by ſmall chains, and you are immediately to hang them up on hooks having corresponding painted labels, in a cloſet to be fitted for that purpoſe, in ſuch convenient ſituation within the Dock Gate, in ſight of the Gate Sentinels and Rounders, and near to their Poſts, as the Commiſſioner ſhall direct. You are always to keep the key of this cloſet in your own poſſeſſion, taking care that it be conſtantly kept locked, excepting when it may be neceſſary to depoſit or take out a key; and when the people enter the Yard to Work, at whatever hour it may be, you are to deliver the reſpective keys to the ſeveral Maſter-workmen, or the Foremen who may be duly authorized by the Maſters to receive them, upon their applying to you for that purpoſe. If any Maſter-workman ſhould neglect to deliver his key to you, previouſly to his quitting the Yard, you are, on the following morning, to report the circumſtance to the Chief of his Department, and the Commiſſioner.

7.

You and the Warders are to make yourſelves acquainted with the perſons of all the Artificers and others employed in, or in any way belonging to, the Dock-yard, in order that you may be able to prevent, as far as it may be practicable, any ſtranger or improper perſon, from entering, and to detect ſuch as may attempt to enter or go out of the Yard without authority.

8.

You are not, upon any conſideration or under any pretence whatever, to ſuffer an Artificer, Workman, or Team, to go out of the Yard during the working hours, without a Note addreſſed to you by the Clerk of the Check, or the Clerk of the Rope-yard, in their reſpective Departments, or, in their abſence, by their Chief Clerks, ſignifying that ſuch Artificer, Workman, or Team, has leave ſo to do. All Notes which you may thus receive in the courſe of each day, are to be delivered by you at the Commiſſioner's Office in the evening, immediately after the people ſhall have left the Yard.

9.

When Stores are brought to the Gate in Waggons, Carts, or otherwiſe, for admittance, you are to cauſe the perſon in whoſe charge they may be, to produce to you a Bill of Parcels, or a Note in writing, of the ſpecies and quantity of the Stores, and the name or names of the perſon or perſons from whom they may be brought; and you are immediately to ſend every ſuch Bill of Parcels or Note with the Stores, to the Storekeeper by a Warder, who is not on any account to leave ſuch Stores, until they ſhall be taken charge of by the proper Officers for receiving them. And you are always to take particular care, that all Waggons and other Carriages conveying Stores into the Yard, be attended to and examined, as far as may be practicable, without inconvenience to the Service.

10.

You are not to allow any article of Stores, Materials, or Goods of any kind, to be carried out of the Yard without a Permit under the hand of the Storekeeper, ſpecifying the nature and quantity of the Articles which are to be allowed to paſs; and if upon a view of the Packages, you ſhould have any ſuſpicion that their contents do not correſpond with the Permit, you are to examine them; and in caſe you ſhould diſcover any fraud, you are to ſtop all the Packages, as well as the party attempting to carry them out, and report the circumſtance immediately to the Commiſſioner and the Storekeeper. You are alſo, regularly every morning, to deliver to the Commiſſioner all the Permits from the Storekeeper, which you may have received in the courſe of the preceding day for the paſſing of Stores.

11.

You are to be particularly careful that no Seaman or Marine belonging to any of His Majeſty's Ships, be allowed on any conſideration to go out of the Gate; and you are to uſe your beſt endeavour to prevent any Seaman or Marine from eſcaping out of the Yard in any other way. You are further to obſerve, that no

Seamen

Seamen or Marines are to be admitted into the Yard, without application being made for the purpoſe by an Officer or Petty Officer in his uniform.

Inſtructions for the Wardens at His Majeſty's Dock Yards.

12.

You are not, on any account, to allow a Foreigner to enter the Yard without the ſpecial authority of the Commiſſioner in writing, nor are you to permit any other perſon not actually belonging to the Yard, excepting Officers of His Majeſty's Ships in their uniform, to enter, but by the expreſs permiſſion of the Commiſſioner, or, in his abſence, of the Chief Officer of the Yard who may be preſent, or under ſuch regulations as the Commiſſioner may, from time to time, eſtabliſh on that ſubject; obſerving, however, that no perſon diſcharged from the Yard for any miſdemeanour, is to be permitted to enter it upon any pretence whatever. The names and places of reſidence of all Strangers who ſhall be admitted are to be inſerted in a Book, which is to be kept by you at the Gate for that purpoſe, and to be always open to the inſpection of the principal Officers of the Yard. All ſuch Strangers entering the Yard, whether upon buſineſs or otherwiſe, are to be attended by a Warder, who is to conduct them to the Office where they may have buſineſs, or to the Houſe of the Officer whom they deſire to viſit. Such Strangers as ſhall be admitted merely to ſee the Yard, are to be conſtantly attended in like manner during the time they may remain there. The Book aforeſaid you are to carry to the Commiſſioner every morning, at ſuch hour as he ſhall appoint, for his inſpection.

13.

You are, with all the Gate Warders, conſtantly to attend at the Gate when the people go out of the Yard, in order to prevent any Article, however trifling, the property of Government, from being carried away; and if any perſon ſhould be ſuſpected of having any article concealed about him, you are to cauſe him to be ſearched, and in caſe any thing improper ſhould be found upon him, you are to ſecure him until the direction of the Commiſſioner can be obtained reſpecting him. You are in like manner to cauſe the Rounders to ſearch all ſuſpected perſons paſſing the Gate, from the time they come on duty there until the keys are delivered to the Commanding Officer of the Military Guard. The Warders being directed to bring you any Stranger whom they may diſcover lurking about the Yard, or not attended by an Officer or Warder, you are, upon any ſuch perſon being brought to you, to conduct him to the Commiſſioner, or, in his abſence, to one of the principal Officers of the Yard, for examination.

14.

You are to direct the ſeveral Warders to be careful not to allow any perſon whatever to enter or go out of the Yard excepting at the Gate, or from ſuch Landing-places as may be appointed for that purpoſe; and to report to you, for the information of the Commiſſioner, every perſon who may be detected in attempting ſo to do.

15.

You are not to ſuffer Spirituous Liquors to be brought into the Yard for ſale, upon any account whatever; nor any Porter or Beer for ſale, excepting ſuch as the Commiſſioner may authorize for the uſe of the Tap-houſe; nor are you to permit any ſmuggled Goods of any kind to paſs the Gate, either into or out of the Yard, upon any account or under any pretence whatever.

16.

You are to deliver to the Clerk of the Survey, once in every fortnight, a demand in writing for ſuch Stores as may be required for the uſe of the Guard, in order that regular Notes for the iſſue thereof may be made out; and you are to take charge of, and to account for, the proper expenditure of all ſuch Stores.

17.

You are not to demand or receive, either directly or indirectly, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any perſon viſiting the Dock-yard, nor from any Contractor, Tradeſman, Workman, or other perſon whatever having any connexion with the Yard, or with the duties of your ſituation; nor for the nomination or appointment of any perſon to be employed in any capacity in the Yard. Nor are you to have any intereſt or concern whatever, either directly or indirectly, in any Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government. To this effect you, as well

Inſtructions for the Wardens at His Majeſty's Dock Yards.

well as every other Officer and Clerk of the Yard, are to take an Oath according to the preſcribed Form, and to give Bond in three times the amount of your Salary; and in caſe of default therein, you will be diſmiſſed from your ſituation, and declared incapable of ſerving His Majeſty in any civil capacity whatever.

18.

Laſtly: What is contained in the foregoing Articles is conſidered as the general outline only of your duty; but you are to pay the moſt particular attention to all Orders and Regulations that may from time to time be given or made by the Reſident Commiſſioner, or principal Officers of the Yard, where no Commiſſioner reſides; and you are to conſider yourſelf reſponſible for the correct and faithful performance of the very important charge entruſted to you; and you are not to fail to make immediate report to the Commiſſioner, or principal Officers of the Yard where there is no Commiſſioner, of any neglect of duty, miſconduct, or irregularity, that you may diſcover in any of the Warders, Rounders, Watchmen, Sentinels, or any other perſon belonging to the Dock-yard, whether ſuch impropriety be committed during the time the Keys may be in your poſſeſſion or not, ſince it is your duty, as Warden of the Gate, to endeavour, by every means in your power, at all times, to be ſatisfied that all perſons concerned in the charge of the Gate ſhall diligently perform their reſpective duties.

INSTRUCTIONS FOR THE PATROLLING WARDERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Patrolling Warders at His Majeſty's Dock Yards.

THEY are to be conſtant in their attendance, and to be in the Dock-yard half an hour before the Bell rings for the people to come to their Work in the morning, in order that they may take their Call before the general muſter, and repair to their reſpective duties; and they are afterwards to be conſtantly patrolling the Yard, and viſiting every part thereof, to ſee that all is well. They are to remain on duty till the expiration of twenty minutes after the Workmen ſhall have quitted the Yard in the evening, during which time they are to go round their reſpective Diſtricts, to ſee that all be ſafe, and that no perſon be left loitering about.

2.

They are not to ſuffer any Stranger of either ſex to land without due authority, or to walk about the Yard without being properly attended by an Officer or Warder; and ſhould they diſcover any Stranger without being ſo attended, ſuch Stranger is to be taken to the Warden to be examined.

3.

They are not to permit the Women, Children, or other Perſon, who may be allowed to bring the breakfaſt and dinner of the Artificers and Workmen into the Yard, to loiter about therein, but to oblige them to go out of the Gate as ſoon as the people go to work after their meals; frequently examining their baſkets, &c. to prevent any thing from being embezzled.

4.

They are not to ſuffer the Crews of Store Ships or Veſſels bringing Timber, &c. to the Yard, to ſtraggle about at a diſtance from their Ships or Veſſels, or to leave them at all excepting during the working hours of the Yard; and they are alſo to be very careful to enforce all Regulations which have been or may be made by the Commiſſioner, where there is one, and where none, by the principal Officers of the Yard, reſpecting Fires in ſuch Ships and Veſſels.

5.

They are not to ſuffer any Artificer or other Perſon employed in the Yard, to loiter about in the Tap-houſe, or in any other ſituation therein; nor are they to allow any perſon belonging to one Department to enter the Workſhops or Houſes of another Department, without having buſineſs to tranſact there; and if they ſhould diſcover any perſon acting contrary to theſe Regulations, they are forthwith to report the name of every ſuch perſon to the Warden for the information of the Commiſſioner,

Inſtructions for the Patrolling Warders at His Majeſty's Dock Yards.

ſioner, or principal Officers of the Yard where there is no Commiſſioner; and they are to be particularly attentive in going their Rounds while the people are out of the Yard at their meals.

6.

They are in their Rounds to pick up all ſmall Articles, ſuch as Copper, Iron, Nails of all ſorts, Rings, &c. which may by accident be dropped, or be lying about the Yard, and to return them to the Storekeeper.

7.

If they ſhould obſerve Stores of any kind lying about improperly expoſed, either to injury or embezzlement, or if they ſhould diſcover any doors or windows open that ought to be ſhut, or any other negligences with reſpect to the ſecurity of Storehouſes, &c. they are immediately to report the ſame to the Storekeeper, or to the Clerk of the Rope-yard, if in his Department.

8.

They are, in going their Rounds, to take every poſſible care to prevent any Workman, or other perſon belonging to the Yard, from leaving it during the working hours, either by water or otherwiſe, without proper authority; and if they ſhould detect any perſon in attempting to do ſo, they are forthwith to report his name, and the circumſtances of the caſe, to the Warden, for the information of the Commiſſioner.

9.

They are frequently to inſpect the Dock-yard Walls in their Rounds, in order to diſcover if there be any holes or contrivances either for perſons paſſing, or for the embezzlement of Stores; and if they ſhould find any perſon attempting to enter or leave the Yard, except by the Dock-yard Gate or other eſtabliſhed place, they are immediately to report the circumſtance, with the name of the perſon detected, to the Warden, for the information of the Commiſſioner.

10.

They are to be careful that no ſmuggled Liquor, or Goods of any kind, be landed or lodged in any part of the Yard.

11.

They are, in their Rounds, to viſit and obſerve the conduct of the ſtationed Warders, and to ſee that they comply with their inſtructions, and diſcharge their duty with diligence and punctuality; and on diſcovering any neglect, they are immediately to report the circumſtance to the Warden, in order that he may communicate the ſame to the Commiſſioner, and where there is none, to the principal Officers of the Yard.

12.

They are at all times, and more particularly before quitting the Yard in the evening, carefully to ſearch all places liable to accident by Fire, extinguiſhing all Fires or Lights they may diſcover, excepting ſuch Anchor Fires, or Fire in Kilns, as may be kept burning by authority, or in places where Artificers may be ſtill at work, and at all times to give immediate alarm on the appearance of any Fire, which it ſhall not be in their power to extinguiſh. They are alſo to report to the Warden, for the information of the Commiſſioner, all ſuch Fires and Lights, except as above mentioned, as they may diſcover burning after the people ſhall have left the Yard.

13.

What is contained in the foregoing Articles, is the general outline of their duty; but they are at all times moſt rigidly to obey the orders they may receive from the Warden, or other their ſuperior Officer, and to ſhew great zeal and attention in aſſiſting them, to the utmoſt of their power, in carrying moſt ſcrupulouſly into effect all regulations that may, from time to time, be made for the ſecurity and regularity of His Majeſty's Dock-yard.

Inſtructions for the Gate Warders at His Majeſty's Dock Yards.

INSTRUCTIONS FOR THE GATE WARDERS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

THEY are to be conſtant in their attendance, and to be in the Dock-yard a quarter of an hour before the Bell rings for the people to come to their Work in the morning, in order that they may take their Call before the general muſter, and repair to their reſpective duties; and they are to remain in the Yard until a quarter of an hour after the Workmen ſhall leave it in the evening; and they are to attend on Sundays, when the people are not at work, in the ſame manner as on the other days of the week.

2.

They are, on no pretence, to allow any Stranger, Naval or Military Officer, or other Perſon whatever, to enter the Yard without the Warden's directions, and only under ſuch Regulations as may be eſtabliſhed by the Commiſſioner on that ſubject; obſerving, that perſons diſcharged from the Yard for miſconduct, are never to be admitted into the Yard on any occaſion.

3.

When the Gates are thrown open for the admiſſion of the Artificers and Workmen employed in the Yard, they are to pay particular attention, and, ſo far as it may be practicable, to prevent any improper perſon from entering with the people; for this purpoſe they are to endeavour to make themſelves acquainted with the perſons of all thoſe employed in the Yard.

4.

Every Stranger who may be admitted to viſit the Yard, is to be conſtantly attended by a Warder during the time he may remain there; and ſhould Strangers be admitted to viſit any of the Officers, they are not to be left by the Warders until they ſhall have been ſeen and recognized by thoſe Officers, or at their Houſes.

5.

When Women, Children, or other Perſons who may be allowed to carry breakfaſt or dinner for the Artificers and Workmen into the Yard, are going out, the Warders are carefully to examine and ſee that no Articles, however trifling, belonging to Government, be concealed in their baſkets, or otherwiſe carried out of the Yard by ſuch perſons; and they are not to allow any of thoſe perſons, near their ſtations, to remain within the Gates after the people have gone to their Work. They are alſo, at all times, to take care to prevent people from carrying any thing into the Yard which may ſerve as a cloak for concealing Articles to be carried out.

6.

They are not to ſuffer any Stores, whether new or old, to be carried out of the Yard without the ſpecial direction of the Warden, to whom muſt be produced a Note, ſigned by the Storekeeper, ſpecifying the quality and quantity of the Articles intended to be paſſed, and for what purpoſe; and they are to examine the ſame as carefully as poſſible, that nothing be carried out beſides what is intended.

7.

When Stores are brought to the Gate in Waggons, Carts, or otherwiſe, for admittance, the perſon in whoſe charge they may be muſt produce the Bill of Parcels, or a Note in writing, of the ſpecies and quantity of the Stores, and the name of the perſon from whom they may be brought. Every ſuch Bill of Parcels, or Note, is to be taken immediately by a Warder, with the Stores, to the Storekeeper; and no Stores, under ſuch circumſtances, are to be left by the Warder until the proper Officers for receiving them ſhall have taken cognizance thereof. The Warders are always to take care, to the utmoſt of their power, that no improper Article be admitted, and that all Waggons and other Carriages, conveying Stores into or out of the Yard, be attended to and examined, as far as it may be practicable.

8.

They are to be particularly watchful that no Quartermen, Leading-men, Artificers, Workmen of any deſcription, or Teams, leave the Yard during the working hours, without the ſpecial direction of the Warden, upon production of a Note, ſigned

Inſtructions for the Gate Warders at His Majeſty's Dock Yards.

ſigned by the Clerk of the Check, or Clerk of the Rope-yard. And they are, by all means in their power, without quitting their ſtation at the Gates, to detect any of the above perſons who may attempt to leave the Dock Yard by any other way than that of the Gate, or other eſtabliſhed places, and to report ſuch as ſhall attempt it to the Warden, for the Commiſſioner's information.

9.

They are to be extremely careful that no Seamen or Marines, belonging to His Majeſty's Ships, be ſuffered to go out at the Gate, and they are to uſe their beſt endeavours, without going off their ſtation, to prevent their eſcape from the Yard by any other way. They are further to obſerve, that no Seamen or Marines are to be admitted into the Yard, without application being made for that purpoſe by an Officer, or Petty Officer, in his uniform.

10.

At Bell-ringing, when the people go out of the Yard, they are to be particularly attentive that no Stores, or any Articles, however trifling, the property of Government, be embezzled; and they are to ſearch all perſons whom they may, in the ſmalleſt degree, ſuſpect of having any ſuch property concealed about them, or whom they ſhall be ordered to ſearch by any of the Officers, detaining all perſons on whom any ſuch Articles ſhall be diſcovered. All perſons leaving the Yard by Note from the Clerk of the Check, are to be ſearched in like manner.

11.

They are not to allow ſmuggled liquor, or goods of any ſort, to paſs the Gate, either into or out of the Yard, nor to permit any ſpirituous liquor, or ſtrong beer, to be carried in for ſale, without the ſpecial directions of the Warden.

12.

What is contained in the foregoing Articles is the general outline of their duty; but they are at all times moſt rigidly to obey the orders they may receive from the Warden, or other their ſuperior Officer, and to ſhew great zeal and attention in aſſiſting them, to the utmoſt of their power, in carrying moſt ſcrupulouſly into effect all Regulations that may from time to time be made for the ſecurity and regularity of His Majeſty's Dock-yard, and to keep, to the utmoſt of their ability, good order and regularity at the Gate.

INSTRUCTIONS FOR THE STATIONED WARDERS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE 1.

Inſtructions for the Stationed Warders at His Majeſty's Dock Yards.

THEY are to be conſtant in their attendance, and to be in the Dock Yard a quarter of an hour before the Bell rings for the people to come to their work in the morning, in order that they may take their Call before the general muſter, and repair to their ſeveral ſtations; and they are to be particularly attentive to their duty, and, on no conſideration, to quit their poſt until the time appointed. Thoſe ſtationed where no Watchmen or Sentinels are placed, during the night, are to remain on their poſts until ten minutes after the watch be ſet, and thoſe ſtationed at the Stairs where people leave the Yard by water, or at other places where Watchmen or Sentinels are ſtationed during the night, are not to quit their poſts until they ſhall have been relieved, when they are to give every information in their power to thoſe who relieve them, relative to ſuch Craft belonging to the Yard, as may be expected to come to the ſeveral Stairs in the courſe of the night, or relative to ſuch other matters as may affect the duty at their reſpective poſts.

2.

They are not to ſuffer any Foreigner or Stranger to land at the Yard, without due authority; nor are any perſons of that deſcription to walk about the Yard, without permiſſion, and being attended by an Officer or Warder. If any ſhould be obſerved near their poſts, without being ſo attended, they are to be detained, and ſent by the next Patrolling Warder to the Warden, to be examined.

Inſtructions for the Stationed Warders at His Majeſty's Dock Yards.

3.

They are not to allow any Officer, or other perſon, to land or take boat, or any Stores to be landed or taken off, excepting at the places eſtabliſhed for thoſe purpoſes. They are to keep the Stairs clean and clear for Officers landing and taking boat, and they are attentively to obſerve all Orders and Regulations with reſpect to the deſcription of Officers and perſons who are to be allowed to land, and take boat, at the different Stairs where they are ſtationed. They are alſo to obſerve, that none but King's Boats are to be ſuffered to land in the Yard, excepting ſuch as may be employed in bringing Stores; that on Sundays no perſons are to be allowed to land or take boat there except Officers of the Yard, and of His Majeſty's Ships; and the Boat's Crews are not to quit their Boats, and be allowed to ſtraggle about the Yard.

4.

They are not to allow ſmuggled liquor, or contraband goods of any kind, to be landed or lodged in any part of the Dock-yard.

5.

They are not to allow the Crews of Veſſels lying at Wharfs, Jetties, Baſons, or Cambers, to be ſtraggling about the Yard, or on any pretence to ſuffer them to take Chips, or any other Article, however trifling, for the uſe of their Veſſels; and they are to be very careful that no perſon gain admittance to, or go from the Yard, by a Boat coming along-ſide a Ship or Veſſel in either of the above ſituations. They are alſo to take care that the Crews of ſuch Ships or Veſſels be not allowed to come out of them, excepting during the working hours of the Yard.

6.

They are to be very careful, during the loading or unloading of any Veſſel, that no Stores be improperly conveyed or concealed on board, and they are to aſſiſt in examining and ſearching ſuch as may have delivered their Cargoes near their ſtations, previouſly to their leaving the Wharfs and Jetties, for the purpoſe of preventing the embezzlement of any Stores, reporting any irregularity herein to the Warden or Officers of the Yard.

7.

They are moſt ſtrictly to enforce all Regulations made by the Commiſſioner, and where there is none, by the principal Officers of the Yard, with reſpect to Fires on board Ships and Veſſels within the limits of their ſtation. And they are poſitively directed to report immediately any deviation therefrom by the Maſters or Crews.

8.

The Wardens ſtationed at the ſeveral Wharfs and Jetties, &c. intended for the landing and ſhipping of Stores, are to be very watchful that none be carried away without a Note, or other proper authority, agreeably to the Regulations that may be made on that head; and if, from circumſtances, they ſhould doubt the propriety of any Stores being carried afloat, or otherwiſe taken away, they are to enquire for what Ship or Service they are intended; and, ſhould a ſatisfactory Account not be given, they are to object to the Stores being removed, and to acquaint the Storekeeper with the circumſtance. They are alſo to obſerve, that no Stores or Materials are to be carried off by Workmen for repairing or refitting Ships afloat, unleſs they be properly paſſed by their Foremen or Quartermen.

9.

They are to be reſponſible for the Stores of every kind placed under their care; and therefore, they are to be very particular in pointing out all ſuch as may be within the limits of their ſtations, and delivering them over into the charge of the Watchmen or Sentinels by whom they may be relieved; and on their return to duty the following morning, they are to examine the ſame, and, without fail, to report any deficiency they may diſcover.

10.

If on repairing to their poſts in the morning, they ſhould find that any Watchmen or Sentinel had quitted them without waiting to be relieved, they are, without fail, to report the ſame to the Warden, for being made known to the Commiſſioner, or principal Officers, where there is no Commiſſioner.

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11.

Inſtructions for the Stationed Warders in His Majeſty's Dock Yards.

They are frequently, and more particularly before quitting the Yard in the evening, to ſearch very carefully all ſuch parts of their reſpective ſtations, as may be liable to accidents by Fire, and they are to extinguiſh all Fires and Lights which they may diſcover, excepting ſuch Anchor Fires, or Fire in Kilns, as may be kept burning by authority, or in places where Artificers may be ſtill at work; and to give immediate alarm on the appearance of any Fire, either afloat or on ſhore, which it may not be in their power to extinguiſh.

12.

When Women, Children, or other perſons, are allowed to carry the breakfaſt or dinner for the Artificers and Workmen into the Yard, the Warders are not to allow them to loiter about, or ſtay longer than may be neceſſary, but they are to direct all ſuch perſons, on or near their reſpective ſtations, to leave the Yard immediately after the people go to work; and if any ſuch perſon ſhould neglect ſo to do, they are, without delay, to give notice thereof to a Patrolling Warder.

13.

They are to pay particular attention to prevent any perſon from entering into, or leaving the Yard, near their reſpective ſtations, by any other way than the Dock-yard Gates, and ſuch other places as may be eſtabliſhed for that purpoſe; and ſhould they diſcover any holes, or other contrivances, for perſons getting out of the Yard, or for the embezzlement of Stores, they are, without delay, to report the ſame to the Warden, for the purpoſe of being communicated to the Commiſſioner, or principal Officers where there is no Commiſſioner. They are in like manner to repreſent to the Storekeeper, if they ſhould obſerve any Stores lying about the Yard unneceſſarily expoſed to injury or embezzlement; and they are, at all times, to give him every information in their power, which may tend to aſſiſt him in the care and preſervation of His Majeſty's Stores.

14.

They are not, on any account whatever, to ſuffer any Workman, or other perſon employed in the Dock-yard, to leave it during the working hours, either by water or otherwiſe, near their reſpective ſtations, without being ſatisfied, by the attendance of an Officer of the Yard, that ſuch perſon is proceeding on the public Service; and if they ſhould detect any perſon in attempting to leave the Yard without authority, they are immediately to report his name to the Warden, who will communicate the circumſtance to the Commiſſioner.

15.

The Warders ſtationed at Cambers, or other places ſecured with Booms, are, previouſly to their leaving their poſts in the evening, to take care to haul over and lock ſuch Booms; and thoſe ſtationed at incloſed Stairs are, at the ſame time, to lock the doors or gates, and to deliver the keys to the Watchmen, who may relieve them, or otherwiſe, as they may be directed.

16.

What is contained in the foregoing Articles is the general outline of their duty; but they are at all times moſt rigidly to obey the Orders they may receive from the Warden, or other their ſuperior Officer, and to ſhew great zeal and attention in aſſiſting them, to the utmoſt of their power, in carrying moſt ſcrupulouſly into effect all Regulations that may, from time to time, be made for the ſecurity and regularity of His Majeſty's Dock-yard.

REGULATIONS FOR THE CIVIL WATCH IN HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Regulations for the Civil Watch in His Majeſty's Dock Yards.

BESIDES the Military Guard, there ſhall alſo be a Civil Watch kept in His Majeſty's Dock-yards, from the time of Bell-ringing in the evening for the people to leave off work, until it ſhall again ring on the enſuing morning for their return to duty. But during the continuance of a Military Guard in His Majeſty's Dock-yards, the Civil Watch is to be armed with ſtaves only.

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Regulations for the Civil Watch in His Majeſty's Dock Yards.

2.

The Civil Watch is to be compoſed of Rounders and Watchmen, of whom there ſhall be a competent number in each of His Majeſty's Yards, according to its extent and other local circumſtances, to be from time to time propoſed to us by the Commiſſioner, where there is one, or, where there is none, by the principal Officers of the Yard.

3.

The Rounders are to be ſelected from the Quartermen, and moſt truſtworthy Shipwrights and Caulkers, who have been the longeſt in the Yard, and are conſequently the beſt able to identify all perſons employed therein. The Watchmen ſhall, in like manner, be carefully choſen from any claſs of perſons belonging to the Yard, as ſhall be thought proper by the Commiſſioner, who is to allot ſuch portion of them reſpectively to the ſeveral ſtations, and regulate their particular duties, as he may deem beſt for His Majeſty's Service.

4.

The command, charge, and ſuperintendence of this Civil Watch, ſhall be veſted in one of the Officers of the Yard reſident therein, who are, in rotation, to take upon them this duty; from which, however, the Warden and Surgeon are to be excepted. If at any time the Officer, whoſe turn it may be to have charge of the Civil Watch, ſhall be neceſſarily employed on duty out of the Yard, be abſent on leave, or incapable of attending from illneſs, the Officer next in rotation ſhall ſupply his place.

5.

The Commiſſioner, before three o'clock in the afternoon of each day, as a notification to the Yard Officer next in rotation, that he is to have charge of the Watch during the enſuing night, is to ſend to him the Parole, ſealed up, and ſuch Officer is not to communicate it to any perſon whatever until half an hour after the Watchmen ſhall have taken their poſts, when he is to ſend it, ſealed up, by a Patrolling Rounder to every Officer of the Yard, including the Warden, who is then to communicate it to the ſeveral Rounders, and the Patrolling Rounders are immediately to give it to the Watchmen on their poſts.

6.

The Rounders are to attend the Muſter of the Watchmen at the Office of the Clerk of the Check a quarter of an hour before Bell-ringing in the evening, and ſee that they be all preſent according to Liſts with which they will be furniſhed by the Clerk of the Check; the Rounders and Watchmen are then to proceed to the Watch-houſe, or other eſtabliſhed place, where they are, in preſence of the Officer taking charge of the Watch, to draw lots for the ſeveral poſts and duties on which they are to be employed during the enſuing night; and at the ringing of the Bell, the Rounders are to conduct the Watchmen to their reſpective poſts, to relieve the ſtationed Warders, giving them the neceſſary Inſtructions for their guidance during the night.

7.

The Maſter Workmen and Foremen of the Storehouſe Labourers, being required to deliver to the Officer of the Civil Watch, every evening, Reports under their Hands, that the Houſes, Workſhops, Cabins, Storehouſes, &c. are ſecured, and that all Lights and Fires have been extinguiſhed previouſly to the people going to the evening muſter, the Officer of the Watch is to take care, that ſuch Reports be duly delivered, or to report the Defaulters in this reſpect to the Commiſſioner.

8.

The Officer having charge of the Civil Watch, ſhall, every evening, after the Watchmen have taken their poſts, viſit the ſeveral ſtations, to ſee that the Rounders and Watchmen are attentive to their reſpective duties, giving them ſuch particular orders as circumſtances may require, and directing the Rounders to communicate to him any circumſtance affecting the ſecurity of the Yard, or any of the Stores therein, that may happen during the night. When any Report of this nature, which may require immediate attention, ſhall be made to the Officer, he is, without delay, to make the ſame known to the Commiſſioner, to whom he is alſo, every morning, to make a Report of his Guard in writing.

9.

The Officers of ſuch Ships as may be building, or in ordinary, in Dock or at the Jetties, ſhall take ſuch nightly watch as the Commiſſioner ſhall think fit to direct; but they are to have no charge at the Gate.

The

10.

Regulations for the Civil Watch, at His Majeſty's Dock Yards.

The Military Guard and Civil Watch are not to challenge at a greater diſtance than about fifty paces, unleſs the Party liable to challenge ſhall turn out of the Road in which they were approaching; and in that caſe, thoſe who continue in it are to challenge thoſe who have left it.

11.

No Rounder or Watchman is to go out of the Yard after the ſetting of the Watch, until the Bell ſhall have rung in the morning, when, on being relieved by the patrolling and ſtationed Warders, they are to aſſemble at the Watch-houſe, for the purpoſe of being muſtered, and to go out of the Yard together.

12.

In caſe the Officer having charge of the Civil Watch, ſhould obſerve any deviation from the eſtabliſhed Rules for guarding and watching the Yard, whether by thoſe who belong to it, or by the Military, he is to report the ſame to the Commiſſioner, or, where there is none, to the principal Officers of the Yard.

DUTIES OF THE ROUNDERS AT THE GATE, AND REGULATIONS to be obſerved there.

ARTICLE 1.

Duties of the Rounders at the Gate and Regulations to be obſerved there.

THE Rounder or Rounders, and the Watchmen who may be ſtationed at the Gate, are to be there from the time the Gate Warders leave it in the evening until they come again upon duty the following morning; and from the time the Warders quit the Gate to the hour at which the keys are to be put into the poſſeſſion of the Officer commanding the Military Guard, the Rounders and Watchmen are to be under the orders of the Warden.

2.

From the time the Keys are delivered to the Military Officer until eleven o'clock at night, when the Gate is to be finally locked, a ſubaltern Officer or Serjeant is to attend there with the Keys; and all perſons reſiding in the Yard, or who may be known to the Rounders, are to be allowed to go out without delay; and all perſons reſident in the Yard are alſo to be immediately admitted upon their giving the parole, or making themſelves perſonally known to the Rounders; and if, during the above period, any perſon not a reſident in the Yard be deſirous of going to the houſe of any Officer therein, he or ſhe is to be admitted, and the Rounder, after inſerting his or her name in a Book to be kept at the Gate for that purpoſe, is to ſend one of the Watchmen with ſuch perſon, with directions not to quit him or her until recognized at the houſe to which he or ſhe may deſire to go; and in caſe ſuch perſon ſhould not ſtop in the Officer's houſe, the Watchman is to accompany ſuch perſon back to the Gate, and to ſee him or her out of the Yard; but the Rounders are themſelves on no account to leave the Gate.

3.

If the Commiſſioner, or any other reſident Officer of the Yard, foreſee that he or any part of his family may require admittance after eleven o'clock, he is to give notice thereof to the Commanding Officer of the Guard, who, on being informed of ſuch perſon's approach, is immediately to ſend a Serjeant with the Key to admit them; but all perſons deſirous of entering the Yard under theſe circumſtances, are to give the parole, or to make themſelves perſonally known to the Rounder before the Gate be opened.

4.

If there be any Viſitors in the Yard after eleven o'clock, the Commiſſioner, or other Officer, at whoſe houſe ſuch Viſitors may be, is to notify to the Commanding Officer of the Guard when the Strangers are deſirous of going out, and the Officer is thereupon to cauſe the Gate to be opened for that purpoſe.

5.

The Officers of the Yard are, every evening, to give notice to the Commanding Officer of the Military Guard, when perſons belonging to their reſpective Departments are to be detained upon duty in the Yard after the uſual working hours; and all ſuch

Duties of the Rounders at the Gate and Regulations to be obſerved there.

perſons, when they leave work, are to be paſſed at the Gate by the Foremen, Quartermen, or Leading-men, under whom they ſhall have been employed, at whatever hour that may be; and the Rounders are to aſſiſt the Watchmen in ſearching all ſuch of them as may be ſuſpected, in order to prevent any Article, however trifling, belonging to the Crown, from being carried out of the Yard; and in caſe they ſhould diſcover any thing improper, they are to lodge the perſon offending in the Guard-houſe, and to report the circumſtance to the Officer having charge of the Civil Watch, who is to make the ſame known to the Commiſſioner.

6.

Whenever the Service requires that any Artificers, or other Workmen, ſhould come into the Yard during the night, previous notice thereof is to be given to the Officer of the Military Guard, who is to cauſe ſuch Workmen to be admitted at the time appointed; but they are not to be permitted to paſs the Gate until the arrival of their Foremen, Quartermen, or Leading-men, who are to be reſponſible that none enter excepting ſuch as belong to their reſpective Departments.

7.

When a public Meſſenger arrives with Diſpatches in the night, he is to be admitted, and to be attended by a Watchman to the houſe of the Commiſſioner. Packets coming by Poſt Office Expreſſes are to be received at the Gate, and immediately carried to the Commiſſioner; but the perſons bringing them are not to be admitted.

8.

The Rounders are to take care that the Watchmen do ſtrike the Bell at the Gate, regularly, at every quarter of an hour during the night.

9.

They are to take charge of all the Lanthorns, Candles, and other Stores depoſited in their Room or Watch-houſe, and to report the ſtate of them every morning to the Warden.

10.

They are to give to the Officers of the Military Guard every aſſiſtance in their power in the execution of their duty; and they are not only to avoid all altercation with the non-commiſſioned Officers and Sentinels on duty, but alſo to uſe every means in their power to prevent any ſuch altercations or diſputes on the part of the Watchmen; and if any ſhould ariſe, they are to acquaint the Officer having charge of the Civil Watch with the circumſtances of the caſe, and he is to report the ſame to the Commiſſioner.

DUTIES OF THE PATROLLING ROUNDERS.

ARTICLE I.

Duties of the Patrolling Rounders.

THE Patrolling Rounders, when they ſhall have ſtationed the ſeveral Watchmen at their reſpective poſts, are to give them the neceſſary Inſtructions for their guidance during the night, to point out to them the Articles committed to their charge, and to inform them that they will be made anſwerable for any thing ſtolen or embezzled during their Watch; and that they are to deliver over to thoſe who may relieve them, whatever had been entruſted to their care. They are alſo to ſee that the Watchmen at the different Poſts be regularly relieved during the night, at the uſual times of eight, twelve, and four o'clock.

2.

At the ſetting of the Watch every night, a Rounder is to viſit all the Ships building and in Dock, as well as all Ships and Veſſels in the Baſons, at the Jetties, or other places at the Yard; and alſo to examine, as circumſpectly as poſſible, the ſeveral Workſhops, Lofts, and all other Buildings in the Yard; to ſee that all Fires and Lights are extinguiſhed, excepting where the people may be at work; and when the Smiths leave their Work, he is to viſit the Smithery, to ſee that the Fires are effectually put out, except ſuch Anchor Fires as it may be neceſſary to keep burning during the night; and in caſe he ſhould find any improper or unneceſſary Fires, or any Candles left burning, he is immediately to extinguiſh them if in ſituations to which he may have acceſs, and if not, he is forthwith to report the circumſtance to the Officer of the Civil Watch.

In

Duties of the Patrolling Rounders.

3.

In caſe of Fire, or any other Alarm, they are to give inſtant notice thereof not only to the Officer of the Civil Watch, but alſo to the Commiſſioner. and every other Officer in the Yard; but the Alarm Bell is not to be rung without orders from the Commiſſioner, or one of the principal Officers. In caſes of this nature, the Officers and Men of the Yard, and the Guard at the Gate, are to be careful that no uſeleſs or improper perſons be admitted into the Yard.

4.

They are, in turn, to viſit the Watchmen at all the ſituations where they may be poſted, at leaſt ſix times in the night during the Winter months; that is to ſay, twice before twelve o'clock, twice between that hour and four in the morning, and twice afterwards before the break of day; and during the Summer months at leaſt four times in the night; viz. twice before twelve o'clock and twice after that hour; and in caſe any Watchman ſhould fail to challenge, or anſwer them in due time, be found aſleep on his poſt, or abſent therefrom, or be detected in neglecting his duty, or in any way miſbehave, they are, the enſuing morning, to report the whole circumſtances of the caſe to the Officer of the Yard who had charge of the Civil Watch, and he is forthwith to make the ſame known to the Commiſſioner.

If, during the night watch, there be diſcovered in the Yard, or lurking in Boats by the Wharfs or Jetties, any perſons who have not the parole, they are to be taken into cuſtody, and delivered into the charge of the firſt Rounder or Patrole Guard; and ſuch perſons are, by the Rounder or Patrole Guard, to be lodged in the Guard-houſe; and the Rounders or Watchmen who may have taken ſuch perſons into cuſtody, are, upon being relieved, to report the circumſtance to the Officer of the Civil Watch.

6.

The Patrolling Rounders are to take care that the Watchmen ſtrike the Bells contiguous to their reſpective Poſts, regularly at every quarter of an hour, in ſuch rotation after the Bell at the Gate, as the Commiſſioner ſhall direct.

7.

They are to give to the Officers of the Military Guard, every aſſiſtance in their Power in the execution of their duty, and to attend the Military Patrole, if required, to ſhew them the preſcribed Rounds. They are not only to avoid all altercation with non-commiſſioned Officers and Sentinels, but alſo to uſe every means in their power to prevent any ſuch altercation or diſpute on the parr of the Watchmen; and if any ſhould ariſe, they are to acquaint the Officer having charge of the Civil Watch, who is to report the ſame to the Commiſſioner.

8.

The Rounders and Watchmen are not, on any account, to quit their reſpective ſtations, until regularly relieved by the Warders at Bell-ringing in the morning; after which they are all to attend at the Office of the Clerk of the Check, for being muſtered. The Rounders are to ſtate on the Watch-liſt, which is every morning to be delivered to the Yard Officer who had the Watch, all occurrences that may have happened during the night, noting if any of the Lamps in the Yard ſhould be out too ſoon for want of being properly trimmed.

INSTRUCTIONS FOR THE SURGEONS AT HIS MAJESTY'S DOCK YARDS.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Surgeons at His Majeſty's Dock Yards.

YOU are to reſide conſtantly in the Houſe allotted you, and not to remain out of the Yard during the night, without leave from us or the Reſident Commiſſioner, excepting when unavoidably abſent on duty.

2.

You are to have the care of the Men belonging to the Ordinary in all caſes of ſickneſs or hurts; but of the Workmen in the Dock and Rope-yards, in caſes of wounds or hurts only.

You

Inſtructions for the Surgeons at His Majeſty's Dock Yards.

3.

You are to attend daily at the Surgery, and to take care that either you or your Aſſiſtant be conſtantly there during all working hours of the Yard, for the purpoſe of adminiſtering relief to every perſon belonging to the Yard or Ordinary, who may receive a wound or hurt in the performance of his duty. In the event of any ſerious accident occurring during your abſence from the Surgery, you are, on receiving notice thereof, to repair thither immediately, and not truſt to the profeſſional knowledge and ſkill of your Aſſiſtant.

4.

All the Men on your liſt belonging to the Yard, and alſo all the ſick and hurt belonging to the Ordinary, who are able to attend, are to be muſtered by you every morning at nine o'clock, and you are, on every ſuch occaſion, to ſend a liſt of all ſuch perſons to the Clerk of the Check, and alſo ſeparate liſts to the Maſter Attendant and Maſter Shipwright, of all thoſe who belong to their reſpective Departments. You are alſo, at the end of each month, to compare the ſeveral entries of the patients in your Surgery Books with the Muſter Books of the Clerk of the Check, in order to prevent any miſtake in checking them, agreeably to the regulations on that ſubject, and ſign the Muſter Book as a teſtimony of your having ſo done.

5.

Such wounded or hurt perſons as may be able to attend at the Surgery, are to be dreſſed there by you every day between the hours of nine and ten in the forenoon, and to have ſuch Medicines and Medicaments adminiſtered to them as their ſeveral caſes may require. Such Patients as may not be able to attend there, are to be viſited by you at their homes, daily, or as often as you may judge it neceſſary; and you are to continue the care of them, to the beſt of your ability, until they ſhall be cured or diſcharged.

6.

When any Artificers or Workmen belonging to the Yard ſhall be reported to be ſick, and incapable of coming to work, you are to viſit them at their homes, for the purpoſe of aſcertaining the actual ſtate of their health, which you are to certify to the Clerk of the Check. For the ſame purpoſe, you are frequently to viſit ſuch Apprentices belonging to the Yard, as may be reported by their Maſters to be ſick; and you are to inſert the caſe of each Apprentice in a Book to be kept by you for that purpoſe, ſo that the time loſt by ſickneſs may be accounted for.

7.

When the Maſter Attendant, or Superintending Maſter, ſhall report to you that any Officers or other perſons belonging to the Ships in Ordinary are ſick or hurt, ſo as to require your aſſiſtance, you are diligently to attend to their cure, and to adminiſter to them ſuch Medicines, &c. as you may judge proper for their ſeveral caſes; and if they ſhould not be able to attend at the Surgery, you are to viſit them at their homes, or on board their reſpective Ships. On the latter occaſion, the Boat of a Superintending Maſter, or ſuch other Boat as the Commiſſioner, on application, ſhall appoint, is always to attend you.

8.

When any perſon belonging to the Ordinary, ſhall receive a hurt by which he may be ſo much injured as to be entitled to a Smart Ticket, you are to make one out on the printed Form, which is to be ſigned by the Commiſſioner, the Maſter Attendant, and yourſelf, and then delivered to the perſon injured; and you are to keep a correct Account of all Smart Tickets which ſhall be ſo iſſued, and to tranſmit a copy thereof, quarterly, to the Accountant of the Cheſt at Greenwich.

9.

In all ſerious caſes, whether Medical or Surgical, which ſhall appear to you to require confinement in bed, and more ſupport and comfort than can be obtained on board the reſpective Ships, or at the houſes of perſons belonging to the Ordinary, the Patients are to be ſent to the Royal Naval Hoſpital, with Sick Tickets, ſigned by the Maſter Attendant, Clerk of the Check, and yourſelf, and approved by the Commiſſioner, accompanied with Statements of the reſpective caſes, in writing under your hand. But you are to obſerve, that diſlocations, trifling wounds, contuſions, ſlight indiſpoſitions, ulcerated legs, venereal diſeaſes, and itch, are to be regularly attended to at the Surgery; and Patients of thoſe deſcriptions are not to be ſent to the Hoſpital, unleſs their caſes be of a bad and inveterate nature.

You

Inſtructions for the Surgeons at His Majeſty's Dock Yards.

10.

You are to take particular care that no Artificer or other perſon be continued on your liſt as ſick or hurt, any longer than may be neceſſary; but perſons who, after being cured, may require time for the recovery of their ſtrength, are to be recommended by you to the Maſter Attendant or Maſter Shipwright, for eaſy employment in the Yard or Rigging-houſe, or as Ship-keepers, according to their reſpective Departments, as circumſtances may require and admit.

11.

Whenever any Artificer or other perſon belonging to the Yard, ſhall receive a Rupture while in the performance of his duty (which is to be certified to you by the Officer of the Department to which the perſon may belong) you are to ſupply him with a proper Truſs; and you are to keep a liſt of all perſons who ſhall be ſo ruptured, together with a particular account of the circumſtances of each caſe, and of the time it happened.

12.

When you ſhall find that any Artificer or other perſon belonging to the Yard or Ordinary, is ſo much injured by hurts or diſeaſe as to be rendered incapable of any further duty, you are immediately to report the caſe, in writing under your hand, to the Commiſſioner, in order that ſuch perſon may be recommended for ſuperannuation or diſcharged, as circumſtances may require.

13.

Before any perſon ſhall be entered as an Artificer, Apprentice, or Workman of any deſcription in the Yard, or as a Ship-keeper, Extra-man, or Servant in the Ordinary, he is to be ſent to you with a Note, containing his name, age, and other particulars reſpecting him, ſigned by the principal Officer for whoſe Department he may be intended; and you are carefully to examine every ſuch perſon, for the purpoſe of aſcertaining whether he labour under any diſeaſe or infirmity, or whether, in reſpect to bodily ſtrength, he be fit for His Majeſty's Service; and at the foot of the Note you are to certify, under your hand, your opinion reſpecting ſuch perſon's fitneſs for the Service accordingly. If you ſhould judge him fit, you are to ſend him, with the Note, to the Commiſſioner for his approval; but if otherwiſe, you are to ſend the party, with the Note, back to the Officer who may have ſigned it, with your objections ſtated thereon.

14.

When any Officers or other perſons belonging to His Majeſty's Ships in Commiſſion at the Port ſhall receive hurts at the Dock-yard, you are, until they can be removed to the Hoſpital, or be otherwiſe diſpoſed of, to ſhew them the ſame attention, in all reſpects, as if they formed a part of the Eſtabliſhment of the Yard.

15.

You will, upon application by letter to the Commiſſioners for the Care of Sick and Wounded Seamen, be furniſhed by them with the proportion of Medicines, Utenſils, &c. ſet forth in the Appendix, which is deemed a ſufficient ſupply for one year, for the aggregate number of perſons who may be under your care. You will be allowed from the Stores in the Yard, by Note from the Maſter Shipwright, approved by the Commiſſioner, a Sea Bed for the conveyance of the hurt or wounded, and the other Articles enumerated in the Appendix, as you may have occaſion for them; you will alſo be furniſhed with Truſſes for the uſe of the ruptured Men.

Appendix, N^os 19. & 20.

Appendix, N° 21.

In caſe you ſhould find an abſolute neceſſity for a further ſupply of Medicines or Stores in lieu of any that may have been expended, you are by letter, approved by the Commiſſioner, to make application to the Commiſſioners for Sick and Wounded Seamen for the ſame, ſtating very particularly the cauſe thereof to the ſaid Commiſſioners; but you are not to make this requiſition unleſs it be indiſpenſably neceſſary.

16.

You are to keep a correct Account, according to the Form preſcribed, of the Receipts, Expenditure, and Remains, of all Medicines, Truſſes, Utenſils, Beds, and other Articles with which you may be furniſhed, a Copy of which you are to tranſmit, at the concluſion of every year, to the Commiſſioners for Sick and Wounded Seamen with a requeſt that they will direct ſuch further ſupply as, with the remains, will make up the quantity which has been thought ſufficient for one year's ſupply.

Appendix, N° 22.

Inſtructions for the Surgeons at His Majeſty's Dock Yards.

17.

You are to be careful that the Medicines, Utenſils, &c. and all other Articles with which you may be ſupplied, be faithfully adminiſtered for the relief of the ſick, hurt, and wounded belonging to the Yard or Ordinary, and that they be not waſted, embezzled, or applied to any other purpoſes than thoſe for which they were furniſhed. To this end, you are to take and ſubſcribe before the Commiſſioner of the Yard, if one ſhould be reſident there, and if not, before one other of the Commiſſioners of His Majeſty's Navy, the Oath preſcribed at the foot of the Account before-mentioned, previouſly to your ſending ſuch Account to the Commiſſioners for Sick and Wounded Seamen.

18.

You are to provide yourſelf with Inſtruments and other Articles conformably to Appendix, N° 23. the Liſt thereof in the Appendix, taking care that they be all of the beſt quality. If any of them be loſt, or become unfit for their intended purpoſes, you are not to fail to procure others to ſupply their places without delay, that no patient may ſuſtain injury from the want thereof.

19.

You are to keep a Surgery Book, in which are to be entered the names and qualities of all perſons wounded or hurt in the Yard, the nature of their wounds or hurts, the time when received, the dates of their reſpectives Entries on your Liſt, and of their diſcharge therefrom; and as no perſon belonging to the Yard ſhall be entitled to any compenſation for a hurt received in the Service, unleſs he ſhall have made it forthwith known to you, you are carefully to note every ſuch caſe, with all the circumſtances attending it; obſerving, however, that no one is to be entered upon your Surgery Book, until a Note, certifying that the hurt has been actually received in the execution of ſuch perſon's duty, be ſent to you from the ſuperior Officer or Officers under whom he ſhall, at the time, have been employed.

20.

You are to keep a Book, in which are to be entered the names and qualities of all perſons belonging to the Ordinary who may be ſick or hurt, the names of the Ships to which they belong, the nature of their diſeaſes or hurts, and the time of their entry and diſcharge; ſpecifying whether cured, ſent to the hoſpital, or dead.

21.

You are, on Monday in every week, to report in writing to the Commiſſioner, the number of Artificers and Labourers hurt, and of thoſe returned to duty in the preceding week; and alſo the number of ſick and hurt in the Ordinary, and of thoſe returned to duty in the ſame period. And on the firſt day of every month, you are to ſend to the Commiſſioner a full Report of the whole for the preceding month.

22.

You are to have conſtantly hung up in the Surgery a Notice, that if any perſon belonging to the Yard, who may receive a hurt in the performance of his duty, ſhall fail to make it immediately known to you, he ſhall not be entitled to any compenſation for the ſame.

23.

You will be furniſhed by us with the neceſſary printed Forms of all kinds, from time to time, as you may apply for them; and you are to take particular care that none of them be unneceſſarily expended, waſted, or appropriated to any other purpoſes than thoſe for which they are intended; and that when uſed, they have all the columns properly and correctly filled up before tranſmiſſion.

24.

In the event of your removal from the Yard in which you may be placed, you are, in the Form before-mentioned, to give your ſucceſſor an Account of the Receipt, Expenditure, and Remains of Medicines, Utenſils, &c. to the truth of which you ſhall make affidavit in the manner and form directed in the preceding Article, N° , and to deliver into his charge the Articles actually remaining, taking his Receipt for the ſame at the foot thereof. In caſe you ſhould be authorized to leave the Yard before your ſucceſſor arrives, you are to deliver the Account aforeſaid, and the Remains ſtated therein, into the charge of the Aſſiſtant Surgeon, who is

to

Inſtructions for the Surgeons at His Majeſty's Dock Yards.

to be acountable for the ſame. In caſe of the death of the Surgeon of any of His Majeſty's Dock-yards, the Aſſiſtant Surgeon is immediately to take an Inventory of all the different Medicines, &c. and to ſet down therein the quantity remaining of each particular Article; and alſo to make a Liſt of the Utenſils, &c. noting againſt each Article the number or quantities thereof, and keep the whole in his charge for being delivered over to the ſucceeding Surgeon; to the truth of which Inventory and Liſt, and to the Expenditure of the whole, or any part of the Articles contained therein ſince the death of the Surgeon, and at the time he ſhall deliver over his Remains to the ſucceeding Surgeon, he ſhall take and ſubſcribe the Oath preſcribed at the foot of the general Account of Receipts and Expenditure, before the Commiſſioner of the Yard, if one ſhould be reſident there, and if not, before one other Commiſſioner of His Majeſty's Navy.

25.

When you ſhall have occaſion to apply to the Commiſſioner for leave of abſence, you are to provide a reſpectable Surgeon of the neighbourhood, ſubject to the approbation of the Commiſſioner, to perform your duty until your return, ſo that the ſick and hurt may not ſuffer by your abſence from the Yard.

26.

The attendance of your Aſſiſtant is to be conſtant and unremitting during the working hours of the Yard, and at all other times, whether by day or by night, when any Works are carrying on; and if he ſhould require leave of abſence, you are to certify your approval or otherwiſe to the Commiſſioner, for his deciſion thereon.

27.

In order that your attention may not be diverted from the care of the hurt belonging to the Yards, and the ſick and hurt belonging to the Ordinary, you are ſtrictly forbidden to have any profeſſional practice whatever, excepting what may be required by your public duty and attendance upon the Families of the Officers of the Yard reſiding therein.

28.

You are not, nor is any perſon for you, either directly or indirectly, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Artificer, Workman, or other perſon having any employment in the Yard or Ordinary, for certifying his fitneſs for the Service, or for putting him or keeping him on the Sick Liſt, or for any other act of yours connected with your public duty; nor are you, or any perſon for you, to have any concern whatever in any Ship or Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government. To this effect you are to take an Oath, and to give Bond in three times the Amount of your Salary; and in caſe of default, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any civil capacity whatever.

29.

You are not, on any account or under any pretence whatever, to deviate from theſe Inſtructions without our authority, or that of the Reſident Commiſſioner, by Warrant under his hand; and you are to obſerve, that all orders for this purpoſe which you may receive from him are to be conſidered as temporary, and to be reported to us by the firſt Poſt afterwards for our determination.

INSTRUCTIONS FOR THE ASSISTANT SURGEONS AT HIS MAJESTY'S DOCK YARDS.

By the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Aſſiſtant Surgeons at His Majeſty's DockYards.

YOU are to attend daily at the Surgery, and to remain there conſtantly during the working hours of the Yard, and at all other times, whether by day or by night, when any Works are carrying on, unleſs the Surgeon ſhould be preſent, and allow your occaſional abſence; obſerving, that you are not to be abſent from the Yard for a day, without leave from us, or the Reſident Commiſſioner; and that application for

Inſtructions for the Aſſiſtant Surgeons at His Majeſty's Dock Yards.

for ſuch leave of abſence muſt be made by you in writing, through the Surgeon, and with his approbation.

2.

Appendix, N° 24.

You are to provide yourſelf with Inſtruments and other Articles, conformably to the Liſt in the Appendix, taking care that they be all of the beſt quality. If any of them become unfit for their intended purpoſes, you are not to fail to procure others to ſupply their places without delay, that no patient may ſuſtain injury from the want thereof.

3.

You are to aſſiſt the Surgeon in adminiſtering immediate relief to every perſon belonging to the Yard, who may receive a wound or hurt in the performance of his duty. You are alſo, daily, between the hours of nine and ten in the forenoon, to aſſiſt in dreſſing, or, when ſo required, to dreſs at the Surgery all ſuch patients as may be able to attend there; and when the Surgeon ſhall ſo direct, you are to viſit all thoſe who may be confined to their own homes, and unable to attend at the Surgery.

4.

You are, in like manner, to aſſiſt the Surgeon in viſiting and adminiſtering relief to all Officers and other perſons belonging to the Ordinary, who may, from time to time, be reported as ſick or hurt to the Surgeon, by the Maſter Attendant or a Superintending Maſter.

5.

You are, always immediately after having viſited any ſick or hurt perſon, to report to the Surgeon the actual ſtate in which you may have found ſuch perſon, and ſtate what Medicines you may have thought proper to adminiſter to him; obſerving, however, that in all caſes of a ſerious nature, you are to conſult the Surgeon before any Medicines be given, or any Surgical operation of importance be performed, when it ſhall appear to you that no fatal conſequences will enſue from the delay, which ſuch conſultation muſt neceſſarily occaſion.

6.

In order that your attention may not be diverted from the care of the hurt belonging to the Yard, and the ſick and hurt belonging to the Ordinary, you are ſtrictly forbidden to have any profeſſional practice whatever, excepting what may be required for your public duty.

7.

In caſe of the death of the Surgeon, you are immediately to take an Inventory of all the different Medicines, &c. and ſet down thereon the quantity remaining of each particular Article, and alſo take a Liſt of the Utenſils, &c. noting againſt each Article the number or quantities thereof, and keep the whole in your charge for being delivered over to the ſucceeding Surgeon, to the truth of which Inventory and Liſt, and the Expenditure of the whole, or any part of the Articles contained therein, ſince the death of the Surgeon; and at the time you ſhall deliver over the remains to the ſucceeding Surgeon, you ſhall take and ſubſcribe the Oath preſcribed at the foot of the general Account of Receipts and Expenditure, before the Commiſſioner of the Yard, if one ſhould be reſident there, and if not, before one other Commiſſioner of His Majeſty Navy; and ſhould the Surgeon of the Yard be removed, and leave the Yard before he ſhall be relieved by his Succeſſor, he ſhall deliver to you the Account of his Receipts, Expenditures, and Remains of Medicines, and every other Article with which he has been charged, which Remains you are to take into your charge; and upon the arrival of the Surgeon appointed to ſucceed him that has been removed, you are to deliver the Account and Remains to him, and make Oath to the truth of all Expenditure ſince the former Surgeon's departure, in form and manner as before directed, in the event of the death of the Surgeon; and as you muſt neceſſarily have acceſs to the Medicines and other Articles with which the Surgeon is ſupplied, you are moſt ſtrictly forbidden to apply any part of the ſame for the uſe of any perſon not belonging to the Dock-yard or Ordinary; and you are to obſerve, that you are liable to be called on to make Oath that you have not ſo done.

8.

You are not, or any perſon for you, either directly or indirectly, to demand or receive, under any name, promiſe, or pretence whatever, any perquiſite, fee, gratuity, or reward, from any Artificer, Workman, or other perſon, having any employment

ployment in the Yard or Ordinary, for certifying his fitneſs for the Service, or for putting him or keeping him on the Sick Liſt, or for any other act of yours connected with your public duty; nor are you, or any perſon for you, to have any concern whatever in any Ship or Veſſel which may be purchaſed or hired for the Service of Government, or in the purchaſe of any Veſſel from Government, or in any Stores purchaſed or ſold by Government. To this effect you are to take an Oath, and to give Bond in three times the amount of your Salary; and in caſe of default, you will be diſmiſſed from your ſituation, and rendered incapable of ſerving His Majeſty in any civil capacity whatever.

Inſtructions for the Aſſiſtant Surgeons in His Majeſty's Dock Yards.

9.

Laſtly: You are conſtantly and unremittingly, to aſſiſt the Surgeon in every part of his duty, carefully attending to all ſuch directions as you may receive from him, whether verbally or in writing; affording to all Patients, whom it may be your duty to attend, every poſſible aid and comfort to the utmoſt of your ability, and giving them ſuch tender treatment as their caſes may require, and circumſtances will admit.

INSTRUCTIONS FOR THE CHAPLAINS OF HIS MAJESTY'S DOCK YARDS AND SHIPS IN ORDINARY.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

ARTICLE I.

Inſtructions for the Chaplains of His Majeſty's Dock Yards, and Ships in Ordinary.

YOU are, according to the Liturgy of the eſtabliſhed Church of England, to perform Divine Service with due ſolemnity, and to preach a Sermon in the Chapel of the Dock-yard twice on every Sunday throughout the year, and alſo on Chriſtmas Day, Good Friday, and all days appointed for public Faſts and Thankſgivings; the Service is regularly to commence at eleven o'clock in the forenoon, and at three in the afternoon, or at ſuch other times as the Commiſſioner ſhall direct. If there ſhould be no Chapel, or other convenient place for Divine Service in the Yard, you are to perform the ſame afloat, on board ſuch Ship in Ordinary, and at ſuch hour as the Commiſſioner may appoint. You are alſo to read Prayers in the Dock-yard Chapel on every day in Paſſion Week, on Eaſter Monday and Tueſday, Aſcenſion Day, and on Monday and Tueſday in Whitſun-week; and you are to adminiſter the Sacrament in the Chapel on Chriſtmas Day, Eaſter Sunday, and at leaſt four other times in each year.

2.

You are to be careful to adapt your Diſcourſes and Inſtructions to the capacities of the generality of your Congregations, in order that they may be intelligible to all who hear you.

3.

You are on all occaſions, whether of Sickneſs or otherwiſe, to give ſuch Aſſiſtance and Inſtructions on Religious Subjects, as may be required of you by the Officers, their families, and all other perſons belonging to the Dock-yard and Ordinary.

4.

You are not to be abſent from your duty without permiſſion from the Reſident Commiſſioner, or leave obtained from us through him; and in caſe of your abſence by ſuch leave, ſickneſs, or other cauſe, you are required to procure ſome perſon in Holy Orders, who ſhall be approved of by the Commiſſioner, to perform duty for you during your abſence.

5.

You are at all times to obey ſuch directions reſpecting the duties of your ſtation, as the Commiſſioner ſhall think proper to give; and it is expected that the ſobriety, regularity, and morality of your conduct will be ſuch as may, in every reſpect, become the character of a Clergyman, and the ſacred functions of your Office, and ſuch as may inſpire thoſe belonging to the Dock yards and Ships in Ordinary, with reverence for Religion and moral Rectitude. To this effect you

Inſtructions for the Chaplains at His Majeſty's Dock Yards, and Ships in Ordinary

are, before you ſhall be paid your laſt quarter's Salary in each year, to produce a Certificate from the Commiſſioner, which is alſo to ſtate that you have not been improperly abſent, and that you have diligently attended to the duties of your ſtation, and performed Divine Service not only at the ſtated periods before-mentioned, but at all other times when required.

Office of Naval Reviſion,
6th, February 1806.

(Signed) BARHAM. (L. S.)
JOHN FORDYCE. (L. S.)
ROGER CURTIS. (L. S.)
WM. DOMETT. (L. S.)
AMBROSE SERLE. (L. S.)

(Copy.)
John T. Briggs, Secy.

APPENDIX

To the SECOND REPORT of the Commiſſioners for Reviſing and Digeſting the Civil Affairs of His Majeſty's Navy.

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APPENDIX.

No. 1.

Yard, } Mr.
18 } Ship of Guns in the

Timber Materials wanted for His Majesty's

USES.	SPECIES and QUANTITY.

No. 2.

Yard, } Mr.
18 } Deliver to of

Cabinkeeper for His Majesty's Ship Guns (building or repairing) in

USES.	Species of Stores.	Quantity or Weight.
		N. B. To be noted in words at length.

No. 3.

Yard, } An ACCOUNT of Stores drawn from
18 } Cabin-keeper for His Majesty's Ship
of Guns (repairing or building) in

USES.	Species of Stores.	Quantity or Weight.
		N. B. To be inserted in words at length.

No. 4.

Yard, } Surplus Stores returned by
18 } Quarterman to (Storekeeper or Cabin-keeper)
from His Majesty's Ship of
Guns.

Species.	Quantity.	Species.	Quantity.

No. 5.

(Weekly.)

Yard, } An ACCOUNT of the Work performed to the under-
18 } mentioned Ships, between and

Ships Names.	Nature of the Works performed.	Quartermen's Names.	N° employed.		N° of Days.	Loſt Time by each Man.	
			Deſcription.	Servants.		Deſcription.	Servants.

No. 6.

Yard, } LIST of Perſons to be employed on board His Majeſty's
18 } Ship of Guns, and to commence
Sea Victuals on the

Names.	Quality.	Names.	Quality.

To Eſq.
Commander of His Majeſty's Ship

No. 7.

THE (Houſes, Shops, or Cabins) under my Superintendence have been examined and ſecured; the Lights and Fires in them were extinguiſhed previouſly to the People going to the evening muſter, and no Perſon was allowed to remain in them.

To
Officer of the Civil Watch.
(Date.)

Specimen.

No. 8.

(Weekly.)

Yard, } An ACCOUNT of the Time of Employment of each of the Workmen
18 } belonging to the Company under my Superintendence, on the under-mentioned Ships; between the 1st and the 7th October 1805.

Men's Names.	OCTOBER 1805.													
	1st.		2d.		3d.		4th.		5th.		Sunday. 6th.		7th.	
	Morning.	Afternoon.	Morning.	Afternoon.	Morning.	Afternoon.	Morning.	Afternoon.	Morning.	Afternoon.	Morning.	Afternoon.	Morning.	Afternoon.
W^m Hounsome, proQuarterman														
W^m Hallet	½									Sick. 1				
Tho^s Townshend														
W^m Herbett							Camel afloat.							
Moses Adams														
Joseph Cox														
W^m Beyerley														
W^m Henderson					½								Fame afloat.	
Hen^y Livingstone														
David Davis	Ocean									Leave. 1				Leave. 1
James Murray														
John Dennis													½	
Rich^d Wiseman														
John Gosling	Suspended.	1	Suspended. 1	1	Suspended. 1	1								
Alex^r Sheppard					Checked for Absence. ½									
Moses Chapman Apprentice								½						
John Davison d°														
James Graham d°														
Samuel Gladdish d°						Sick. ½	Sick. 1	1	Sick. 1	1			Sick. 1	1
Joel Lego d°														
Samuel Yard d°														

The Time lost in going to and returning from Work afloat to be stated underneath.

(Signed) *A. B.*

No. 9.

Yard, } An ACCOUNT of the Works performed by the
180 } between and

Ships Names or other Services.	Nature of the Works performed.	Whether complete or when expected to be ſo.	Foremen's (or other Officer's) Names.	Perſons employed.		N° of Days.	Loſt Time by each Man.
				Deſcription.	Number.		

N. B. The Certificate as to the Goodneſs of the Workmanſhip, when neceſſary, is to be written underneath.

Appendix,

A REPORT for

A REPORT of the State and Condition of the Ships in Diviſion (N°.)

to the

SHIPS NAMES.	State and Condition.	When laſt docked.	Depth of Water the Ship is brought to.	Ballaſt when laſt ſhifted.	Airing Stoves, what N° on board.	Days of the Month when lighted.	Quantity of Fuel ſupplied, and when.	Appropriated Stores, when viſited.	When muſtered by the Clerk of the Check.	When viſited and muſtered by the Maſter Attendant.

REPORT of OFFICERS abſent on leave, in

Ships Names.	Officers.	Quality.

No. 10.

SHIPS in ORDINARY.

Superintending Master, from the of

of 180

When visited by the Master Shipwright.	Number of Extra Men on board.	Number of Servants allowed.	Number of Servants on board.	Number of Servants absent, and on what occasion.	Names and Quality of Officers absent.	Whether married or single.	Occasion of absence and by whose leave.	Whole Time of absence since last Report.	Names and Ages of Deputies.	When the printed Instructions were last read on board.	Occasional Observations.

the Division, from to 180

Time and by whose leave.	When returned.	Remarks.

No. 11.

SIGNALS

To be obſerved by each Diviſion of His Majeſty's Ships lying in Ordinary.

THE purport of all Signals is to be carried into execution immediately; and if any thing prevent its being complied with in any Ship, the Day Officer is to go on board the Superintending Maſter's Ship, and make known the cauſe.

When any particular Ship's Number or Signal is ſhewn, it is to be anſwered; and if a Signal be then made, it relates to that Ship only, and is not to be noticed by other Ships of the Diviſion.

Either of the Flags or Pendants hoiſted ſingly where beſt ſeen, denotes the Number of the Signal, as expreſſed under it in the proper Column. For example: The Red Flag denotes N° 1 ("The Ship is on Fire"), and ſo on to N° 7. which is the general Anſwer to all Signals. For any Number above 7, two Flags, or a Flag and a Pendant will be required; and thoſe in the upper Column will be hoiſted where beſt ſeen over theſe in the ſide Column, and will expreſs the Number of the Signal found in the correſpondent Square. Thus the Union Jack over a White Flag is N° 19, and ſignifies "ſend for Proviſions."

The Union Jack over a Red Pendant, ſignifying N° 31, may be the diſtinguiſhing Signal for any particular Ship of the Diviſion, and the other following Numbers may be appropriated in like manner to diſtinguiſh the other Ships.

TABLE OF DAY SIGNALS.

	Red	White	Blue	Red	White	Blue	Union Jack
•	1.	2.	3.	4.	5.	6.	7.
Red	•	8.	9.	10.	11.	12.	13.
White	14.	•	15.	16.	17.	18.	19.
Blue	20.	21.	•	22.	23.	24.	25.
Red	26.	27.	28.	•	29.	30.	31.
White	32.	33.	34.	35.	•	36.	37.
Blue	38.	39.	40.	41.	42.	•	43.
Union Jack	44.	45.	46.	47.	48.	49.	•

N° of Signal.	SIGNIFICATION.
1. and fire Muſquets till obſerved.	The Ship is on Fire.
2. and fire Muſquets till obſerved.	The Ship is adrift, or in other diſtreſs.
	All Officers and other Perſons (except the Cook) are to repair immediately with Fire Engines or Hawſers, as the caſe may require, to the Aſſiſtance of the Ship making either of theſe Signals, whether ſhe belongs to the Diviſion or not.
3.	To light airing Stoves, or when lighted to put them out.
4.	Spread Awnings, or if ſpread furl them.
5.	Haul up Ports and unlay Gratings; or if up lower them down, &c.
6.	Wet Decks and Sides in Summer; and ſweep off Snow in Winter.
7.	The general Anſwer to all Signals.
8.	For all Officers and other Perſons (Cook excepted) to go immediately to the Aſſiſtance of the Ship with the Signals N° 1. and 2. flying, or otherwiſe in Diſtreſs, or to the Ship whoſe Number will be ſhewn after this Signal is anſwered, and carry Fire Engines and Hawſers, as the caſe may require, whether ſhe belongs to the Diviſion or not.
9.	For Weekly Reports, &c. to be brought on board the Superintending Maſter's Ship.
10.	All Officers of Ships, whoſe Signals have been made to go to the Dock-yard immediately.
11.	The Boatſwains of the Ships whoſe Signals have been made to attend the Working Parties.
12.	All the Men to attend duty in the Dock-yard.
13.	For all Day Officers to come on board; if of a particular Ship only, her Number or Signal will be firſt ſhewn.
14.	All Boatſwains.
15.	All Gunners.
16.	All Carpenters.
	But if of a particular Ship only, that Ship's Number or Signal will be firſt ſhewn.
17.	All the Men to be ſent immediately on board the Ship whoſe Number or Signal will be ſhewn after this is anſwered, to pump her out, or to be otherwiſe employed as directed.
18.	For all Officers and other Perſons (the Cook excepted) to go on board the Ship where this Signal is made.
19.	Send for Proviſions.
20.	Send for Quarterly Stores.

N° of Signal	No. 11—*continued.*
21.	To annul the preceding Signal, or the one made herewith.
22.	For all the Ordinary to attend Muſter in the Dock-yard.
23.	For all thoſe not actually on Duty to repair to the Dock-yard, or ſuch Ship as may be appointed, to attend Divine Service.
24.	
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NIGHT SIGNALS.

Two Lights, one over the other, at leaſt ſix feet aſunder, and fire Muſquets till obſerved.	The Ship is on Fire.	All Officers and others (Cook only excepted) are to repair immediately to the Aſſiſtance of the Ship making either of theſe Signals, with Fire Engines or Hawſers, as the caſe may require, whether ſhe belongs to the Diviſion or not.
Three Lights, one over the other, at leaſt ſix feet aſunder, where beſt ſeen, and fire Muſquets till obſerved.	The Ship is adrift, or in other diſtreſs.	

All Ships are to anſwer theſe Signals with one Light, where beſt ſeen.

Theſe Signals made by the Maſter Attendant on Shore, as well as all others he may eſtabliſh, are to be repeated by the Superintending Maſters, and to be equally obeyed as if made afloat by any Superintending Maſter.

No. 12.

Yard, 18 } FORM of the Survey Book of Sails returned from His Majesty's Ships.

Surveyed { } { At The From }

SAILS.	Dimensions.			Wear.	Canvas.			Made into Sails.		Canvas.			
	Cloths.		Yards deep.		Sort.	Marks by L. or No.	By whom made.	When.	Where.	Estimated to Repair.		Used.	
	Head.	Foot.								To Shift.	To Line.	Shifted.	Lined.
Spritsail Course, Topsail, &c. &c.													

No. 13.

FORM of Riggers Weekly Progress.

Works performed from 4th to 9th Novr 1805.	Monday, 4th.		Tuesday, 5th.		Wednesday. 6th.		Thursday, 7th.		Friday, 8 th.		Saturday, 9th.		Sunday, 10th.		When to be completed.
	Riggers.	Labourers.	R.	L.	R.	L.	R.	L.	R.	L.	R.	L.	R.	L.	
On the Moorings -	20	20	•	•	•	•	•	•	•	•	•	•	•	•	
Fitting, Rigging, and Blocks for the Lavinia - - - - -	40	40	•	•	•	•	•	•	•	•	•	•	•	•	4 Days.
Refitting the Melampus, Rigging and Blocks - - - -	13	•	•	•	•	•	•	•	•	•	•	•	•	•	complete.
Transporting the Formidable - - - -	10	7	•	•	•	•	•	•	•	•	•	•	•	•	
Attending the Indefatigable into Port -	4	10	•	•	•	•	•	•	•	•	•	•	•	•	
Masting or Unmasting	10	•	•	•	•	•	•	•	•	•	•	•	•	•	
Harbour Rigging - -	10	•	•	•	•	•	•	•	•	•	•	•	•	•	
Coxswains - - - -	2	•	•	•	•	•	•	•	•	•	•	•	•	•	
Sail-loft - - - -	•	2	•	•	•	•	•	•	•	•	•	•	•	•	
Sick - - - - -	1	•	•	•	•	•	•	•	•	•	•	•	•	•	
Absent with leave -	1	1	•	•	•	•	•	•	•	•	•	•	•	•	
Without Leave - -	2	4	•	•	•	•	•	•	•	•	•	•	•	•	
TOTAL borne -	113	84	•	•	•	•	•	•	•	•	•	•	•	•	

No. 14.

Yard } An ACCOUNT of Stores supplied to Cabin
18 }

A. B. }
C. D. } Cabin-keepers.

Day of the Month.	Quality of the Stores.	Quantity.

No. 15.

Yard, } Daily Expence Book of Cabin
18 }

A. B. }
C. D. } Cabin-keepers.

Day of the Month.	Ships or Services.	Uſes.	Quality of Stores iſſued.	Quantity.	Quartermen's Signatures.

No. 16.

Yard, } An ABSTRACT of Stores iſſued from the
18 } Cabin, in the Month of

A. B. }
C. D. } Cabin-keepers.

Days of the Month.	Ships or Services.	Canvas.				Cordage.				
		New.			Old.	Rope.		Laſhing.	Marline.	Spun Yarn.	Twine.

N. B. The Blank Columns left in the Book, are to be filled up with the Names of the ſeveral Articles in the above manner.

No. 17.

18 Yard, } Cabin-keepers Monthly Expence Book
(Here inſert the Ship or Work.

Month.	Services.	Quality of Stores.	Quantity.

No. 18.

Rope Yard, } An ACCOUNT of the Work completed Yeſterday, by
Day of } the ſeveral Line and Twine Spinners and Hemp Dreſſers
180 } under-mentioned.

Names.	Species of Work performed.	Quantity.

No. 19.

LIST and Quantities of MEDICINES, UTENSILS, &c. to be furniſhed to the Surgeons of His Majeſty's ſeveral Dock Yards, by the Commiſſioners for taking Care of Sick and Wounded Seamen; being conſidered a ſufficient Supply for One Year, in each Yard reſpectively.

Names of Medicines, &c.	Plymouth.			Portſmouth.			Chatham.			Sheerneſs.			Woolwich.			Deptford.		
	lb.	oz.	dr.	lb.	oz.	dr.	lb.	oz.	dr.	lb.	oz.	dr.	lb.	oz.	dr.	lb.	oz.	dr.
Acet. Comm.	10	0	0	8	7	0	7	3	0	2	8	0	4	1	0	3	2	0
Acid. vitriol dilut.	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Adip. Suillæ p. p.	32	0	0	27	0	0	23	0	0	8	0	0	13	0	0	10	0	0
Aloes Socotrina.	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
Alum purificat.	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
Antimon. Tartar	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
——— pulv.	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Aq. Litharg. Acet.	6	0	0	5	1	0	4	5	0	1	8	0	2	7	0	1	14	0
Argentum nitrate	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
——— vivum	0	10	0	0	8	7	0	7	3	0	2	8	0	4	1	0	3	2
Calomel	0	12	0	0	10	2	0	8	10	0	3	0	0	4	14	0	3	12
Camphor	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Cerat. Lapid. Calamin	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Cerus acetat.	0	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4
Cinchon. pulv.	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8	0
Confect. aromat.	0	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4
Crem. Tart.	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10	0
Creta p. p.	0	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4
Cup. vitriol.	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
Emplast. Cantharid.	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4	0
——— Cera. e.	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
——— Litharg.	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4	0
——— comp.	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10	0
——— cum. Hydr.	0	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10
Extract Colocynth. C.	0	10	0	0	8	7	0	7	3	0	2	8	0	4	1	0	3	2
Flor. Chamæmel	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
—— Sulph.	1	4	0	1	0	14	0	14	6	0	5	0	0	8	2	0	6	4
Gum Ammon. Gutt.	0	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4
—— Arab.	0	12	0	0	10	2	0	8	10	0	3	0	0	4	14	0	3	12
—— Guiac.	0	6	0	0	5	1	0	4	5	0	1	8	0	2	7	0	1	14
Hydrag. nit. rub.	0	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4
——— Muriat.	0	1	0	0	0	13½	0	0	11½	0	0	4	0	0	6½	0	0	5
Jalap pulv,	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4	0
Ipecacuan. pulv.	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4	0
——— com.	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Kali. p. p.	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10	0
Liq. vol. c. c.	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Magnes. vitriolat.	12	0	0	10	2	0	8	10	0	3	0	0	4	14	0	3	12	0
——— alb.	1	4	0	1	0	14	0	14	6	0	5	0	0	8	2	0	6	4
Mel. acetat	0	8	0	0	6	12	0	5	12	0	2	0	0	3	4	0	2	8
Mel. anglicum.	2	0	0	1	11	0	1	7	0	0	8	0	0	13	0	0	10	0
Natron. vitriolat.	4	0	0	3	6	0	2	14	0	1	0	0	1	10	0	1	4	0
Nitr. purif.	6	0	0	5	1	0	4	5	0	1	8	0	2	7	0	1	14	0

(*continued.*)

No. 19. *(continued.)*

Names of Medicines, &c.	Plymouth.	Portſmouth.	Chatham.	Sheerneſs.	Woolwich.	Deptford.
	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.
Ob. lini. s. igne.	4 0 0	3 6 0	2 14 0	1 0 0	1 10 0	1 4 0
—— Menth. piper.	0 1 0	0 0 13½	0 0 11½	0 0 4	0 0 6½	0 0 5
—— Olivaz.	4 0 0	3 6 0	2 14 0	1 0 0	1 10 0	1 4 0
—— Recini.	8 0 0	6 12 0	5 12 0	2 0 0	3 4 0	2 8 0
—— Terebinth.	4 0 0	3 6 0	2 14 0	1 0 0	1 10 0	1 4 0
Opium. purif.	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
Ras. Quaſſiæ	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
Rhubarb: pulv. E. I.	0 8 0	0 6 12	0 5 12	0 2 0	0 3 4	0 2 8
Sal. vol. c. c.	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
Semen. Lini.	2 0 0	1 11 0	1 7 0	0 8 0	0 13 0	0 10 0
Senna.	4 0 0	3 6 0	2 14 0	1 0 0	1 10 0	1 4 0
Spirit. Lavend. Comp.	0 8 0	0 6 12	0 5 12	0 2 0	0 3 4	0 2 8
—— vini. rectificat.	12 0 0	10 2 0	8 10 0	3 0 0	4 14 0	3 12 0
Sperm. cæti.	2 0 0	1 11 0	1 7 0	0 8 0	0 13 0	0 10 0
Tinct. Cinchon.	8 0 0	6 12 0	5 12 0	2 0 0	3 4 0	2 8 0
—— Opii. Camphor	1 0 0	0 13 8	0 11 8	0 4 0	0 6 8	0 5 0
—— Rhubarb. c.	1 0 0	0 13 8	0 11 8	0 4 0	0 6 8	0 5 0
—— Scillæ	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
—— Ferri. Muriat.	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
Ung. Nitrat.	0 2 0	0 1 11	0 1 7	0 0 8	0 0 13	0 0 10
—— Hydrarg. fort.	2 0 0	1 11 0	1 7 0	0 8 0	0 13 0	0 10 0
Truſſes	24 N°	24 N°	12 N°	12 N°	12 N°	12 N°
Bottles, pint.	64 N°	54 N°	46 N°	16 N°	26 N°	20 N°
—— ½ pint	64	54	46	16	26	20
Corks for D°	4 Groſs.	3⅜ Groſs.	2⅞ Groſs.	1 Groſs.	1⅝ Groſs.	1⅜ Groſs.
Lint	8 lb.	6 lb. 12 oz.	5 lb. 12 oz.	2 lb.	3 lb. 4 oz.	2 lb. 8 oz.
Linen	27 Yards.	27 Yards.	23 Yards.	8 Yards.	13 Yards.	10 Yards.

No. 20.

LIST of Utenſils, &c. to be furniſhed to the Surgeons of His Majeſty's Dock Yards, by the Commiſſioners for taking Care of Sick and Wounded Seamen.

Names of the Articles.	N°
Bolus Knife (ſmall)	1
File - - - (D°)	1
Pewter meaſure (1 oz.)	1
Mortars and Peſtles, Marble (5 ins)	1
- - D° - - Metal (6 lb.)	1
Scales and Weights - - - (ſmall)	ſet. 1
Spatula (pot)	1
- - (plaiſter)	1
Funnel	1
Sponge	oz. 6
Leather Skins	N° 4
Saucepans Hammered Iron — Quart	1
Saucepans Hammered Iron — Two Quarts	1
Saucepans Hammered Iron — Gallon	1

No. 21.

LIST of Articles to be furniſhed to the Surgeons of His Majeſty's Dock Yards, from the Stores thereof.

Names of the Articles.	Coals for the Surgery.	Chaldrons per ann.
Kerſey.		
Worn Canvas.		
Old Buntin.		
Thrums.	Plymouth	2½
Roſin.	Portſmouth	2½
Bees Wax.	Chatham	2
Vinegar.		
Fine Twine.	Sheerneſs	1¾
A Sea Bed for conveying the Hurt or Wounded.	Woolwich	1¾
Candles for the uſe of the Surgery.	Deptford	1¾

No. 22.

ACCOUNT of the Receipt and Expenditure of Medicines and other Articles in His Majesty's Dock Yard at between the 1st of January 180 , and the 1st of January 180 .

NAMES MEDICINES, &c.	First Charge on the 180	Received since, and Time when.	TOTAL received.	Expenditure.	Remains on the 18
	lb. oz. dr.	lb. oz. dr.	lb. oz. dr	lb. oz. dr.	lb. oz. dr.
Acet. Comm.					
Acid. Vitriol. dilut.					
Adip. Suillæ. p. p.					
Aloes Socrotine					
Alum purificat.					
Antimon, Tartar.					
——— pulv.					
Aq. Litharg. Acet.					
Argentum nitrate					
——— vivum					
Calomel					
Camphor					
Cerat. Lapid. Calamin.					
Cerus Acetat.					
Cinchon. pulv.					
Confect. Aromat.					
Crem. Tart.					
Creta. p. p.					
Cup. Vitriol.					
Emplast. Cantharid.					
——— Cera. C.					
——— Litharg.					
——— ——— Comp.					
——— ——— cum Hydr.					
Extract Colocynth. C.					
Flor. Chamemel					
—— Sulph.					
Gum. Ammon. Gutt.					
—— Arab.					
—— Guiac.					
Hydrag. Nit. rub.					
——— ——— Muriat.					
Jalap. pulv.					
Ipecacuanh. pulv.					
——— com.					
Kali, p. p.					
Lig. vol. c. c.					

No. 22—*continued.*

NAMES of MEDICINES, &c.	First Charge on the 180	Received since, and Time when.	TOTAL received.	Expenditure.	Remains on the 18
	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.
Magnes. Vitriolat.					
——— Alb.					
Mel. Acetat.					
Mel. Anglicum					
Natron. Vitriol.					
Nitr. purif.					
Ol. Lini, s. igne					
— Menth. Piper.					
— Olivar.					
— Recini					
— Terebinth					
Opium purif.					
Raf. Quaſſiæ					
Rhubarb. pulv. E. I.					
Sal. vol. c. c.					
Semen. Lini.					
Senna					
Spirit. Lavend. comp.					
——— Vinit rectificat.					
Sperma Ceti.					
Tinct. Cinchon.					
—— Opii. Camphor.					
—— Rhubarb, C.					
—— Scillæ					
—— Ferri. Muriat.					
Ung. Nitrat.					
—— Hydrarg. fort.					
Lint					
Truſſes N°					
Bottles, pint					
——— ½ pint					
Corks for d°					
Linen Yards					
Kerſey					
Worn Canvas					
Old Buntin lb.					
Thrums					
Roſin					
Bees Wax lb.					
Twine					
Vinegar Galls.					

No. 22—*continued.*

	First Charge on the 180	Received ſince, and Time when.	TOTAL received.	Expenditure.	Remains on the 18
	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.	lb. oz. dr.
Candles for the Uſe of the Surgery, - lb.					
Coals - - - d° - - d° - Chal[n]					
A Sea Bed for conveying the Hurt or Wounded - - - - N°					
Bolus Knife (ſmall) - - - - -					
File - - - d° - - - - -					
Pewter Meaſure, 1 oz. - - - -					
Mortars and Peſtles, Marble 5 In. d° Metal (6½ lb[s].) - - - - -					
Scales and Weights (ſmall) ſet - -					
Spatula (Pot) - - - - - N°					
(Plaiſter) - - - - -					
Funnel - - - - - - -					
Sponge - - - - - - oz.					
Leather Skins - - - - - -					
Saucepans Hammered Iron { Quart - - - Two Quarts - - Gallon - - -					

FORM of the OATH.

I *X. Y.* Surgeon of His Majeſty's Dock Yard at do make Oath, That the above Account of the Receipt and Expenditure of the different Articles, Medicines, Utenſils, Stores, &c. is juſt and true, and that ſuch as have been expended were faithfully applied for the benefit of the perſons and for the purpoſes for which they were intended, and not for any other uſe or purpoſe whatſoever.

So help me GOD.

Note, *When it may be neceſſary for the Aſſiſtant Surgeon to take the above Oath, the Word* ASSISTANT *is to be inſerted before the Word* SURGEON.

No. 23.

LIST of Inſtruments, &c. to be provided by the Surgeons of His Majeſty's Dock Yard.

NAMES of the INSTRUMENTS, &c.	Quantity.
Amputating Knives	3 N°
D° Saw, with ſpare Blade	1.
Metacarpel Saw, D°	1.
Catlins	2.
Artery Forceps	1 Pair.
Crooked Needles	2 Doz.
Tenaculums	2 N°
Tourniquets	6.
Bone Nippers, with Turn-ſcrew	1 Pair.
Trephines, and one Head Saw	3 N°
Lenticular and Raſpatory	1.
Forceps	1 Pair.
Elavator	1 N°
Scalpels	6.
Bruſh	1.
Trocars	2.
Silver Catheters	2.
Elaſtic Gum, D°	2.
Bougies in a Caſe	2 Doz.
Head Razor	1 N°
Key-tooth Inſtrument	1.
Gum Lancet	1.
Tooth Forceps	2 Pair.
Punch	2 N°
Pewter Syringes	6.
Seton Needles	2.
Strong probe Sciſſars	1 Pair.
Curved Biſtory with a Button	1 N°
Long Probe	1.
Bullet Forceps	1 Pair.
Scoop for extracting Balls	1 N°
Probangs	2.
Iron Japan Splints for Legs	12 Pair.
D° D° D° Thighs	6.
D° D° D° Arms	12.
Bundles of Pots, or common hollow Deal	8 N°
Calico or Linen Rollers	1 Doz.
18 Tailed Bandages	2 N°
Pint Pewter Clyſter Syringes	2.
A Set of Pocket Inſtruments	—
Lancets in a Caſe	12.
Ligature Thread	—
Cheſt	1 N°

No. 24.

LIST of Inſtruments, &c. to be provided by the Aſſiſtant Surgeon of His Majeſty's Dock Yard.

NAMES of the INSTRUMENTS, &c.	Quantity.
Amputating Knives	2 N°
D° Saw	1
Metacarpel D°, with ſpare Blade	1
Catlin	1
Crooked Needles	12
Tenaculums	2
Tourniquets	2
Bone Forceps	1 Pair.
Trephines	2 N°
Head Saw	1
Lenticular	1
Raſpatory	1
Forceps	1
Bruſh	1
Elevator	1
Trocars	2
Silver Catheters	2
Gum Elaſtic, D°	1
Scalpels	6
Key-tooth Inſtrument, and 3 Claws (beſt)	1
Tooth Forceps	2 Pair.
Punch	1 N°
Seton Needles in Scales	1
Long Probe (Metallic)	1
Bullet Forceps	1
Probang	1
Caſe of Pocket Inſtruments	—
Lancets in a Caſe	6

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THE

THIRD REPORT

OF THE

COMMISSIONERS

FOR

Revising and Digesting the Civil Affairs of His Majesty's Navy.

(Dated 24th June 1806.)

Ordered to be printed 16th July 1806.

To the KING's Most Excellent MAJESTY.

The THIRD REPORT of the Commissioners appointed to reviſe the Syſtem and Mode of accounting for the Receipt and Expenditure of Money and Stores; and likewiſe the Inſtructions and Standing Orders for the Government of the Civil Departments of His MAJESTY's Naval Service; and to arrange and frame a regular Digeſt of the ſame; having it carefully in view to adapt the Mode of accounting for Monies and Stores, and likewiſe the whole body of ſuch Orders and Inſtructions, to the preſent extenſive Scale of the Naval Service; and to take Meaſures for keeping up the ſaid Syſtem and Digeſt in all time to come: And who were further required to take into their particular Conſideration, all ſuch Suggeſtions as have been made by the different Boards of Enquiry and Select Committee on Finance, and have not yet been adopted; and to examine which of the ſame appear to be practicable and conſiſtent with the good of the Service, and to conſider and deviſe the beſt means of carrying the ſame into execution, in the moſt convenient and expeditious Manner, and to report on all the Matters aforeſaid from time to time as they ſhall ſee Occaſion.

WE have given with our former Reports, Inſtructions to the Officers in the Dock Yards. Reference to former Reports.

Much inconvenience had ariſen in the execution of buſineſs, from the want of information as to their Duties, and from the different interpretation which had been given to the Orders of the ſuperintending Board, in the different Yards.

It was judged, therefore, to be right to iſſue thoſe Inſtructions with as little delay as poſſible, even at the riſk of its being found neceſſary afterwards, on further conſideration, to propoſe ſome alterations in thoſe firſt ſent.

But, though thoſe Orders and Inſtructions on which we firſt proceeded were moſt generally and urgently called for, the Syſtem of Management itſelf has ſeemed to us equally to require regulation.

From the Enquiries we have made, we are convinced that a very conſiderable part of the Labour and Expence in the Dock Yards, and of the preſent trouble and difficulties in the management, may be ſaved by alterations which may be made in the Syſtem, and in the order and method of conducting the Buſineſs; and it is admitted that the conſtant preſſure of Duty at the Navy Office renders it impoſſible for the Members of that Board to command the time, or to beſtow the attention which it muſt require, to bring into regular order matters ſo complicated and extenſive. Patent appointing the Board of Naval Reviſion.

In

In the performance of this part of our Duty, we think it may tend to perſpicuity to divide, under different heads, the vaſt Buſineſs of that Board, conſidering each diſtinct branch ſeparately.

In the examination of each part, thus ſeparated from the reſt, we ſhall endeavour to ſtate the Circumſtances and preſent Management, as briefly as may be conſiſtent with clearneſs; and, after making ſuch obſervations as may ſeem to us to be neceſſary, we ſhall ſuggeſt what Alterations we ſhall think it our duty to recommend.

Subject contained in the preſent Report.

We propoſe, in the preſent Report, to conſider that part of the Syſtem of Management which relates to the Education of Shipwrights, the Conſtruction of Ships, and the mode of Paying thoſe employed in building and repairing them.

PART I.

DUTIES OF THE SURVEYORS AND THEIR ASSISTANTS.

Duties of the Surveyors and their Aſſiſtants.

WHATEVER can be conſidered as relating to the conſtruction of Ships, is committed almoſt excluſively to the two Surveyors, who are both Members of the Board.

The Buſineſs of thoſe Officers, is ſtated to us by the Navy Board to be as follows:

Duties of the Senior Surveyor.

" The ſenior Surveyor, beſides the ordinary duty of his Office in the " Committee of Correſpondence, is to direct the preparing (in conjunction " with the junior Surveyor,) of Drawings for Ships and Veſſels ordered " to be built for His Majeſty's Service, either in the King's or Merchants " Yards, and to determine the dimenſions and ſcantlings of their Frames, " and Maſts and Yards; alſo of the dimenſions of the Maſts and Yards " of ſuch Ships as may be purchaſed for the Service, or taken from the " Enemy; to examine and approve all Notes from the Yards for Taſk and " Job-work; to propoſe the prices to be allowed to Workmen not already " eſtabliſhed, as alſo any alteration of Extra; to conſider of any alteration " which may be propoſed to be made in the Hulls, Maſts, and Yards of " Ships, or in their equipment; jointly with the junior Surveyor, to examine " and conſider the annual Eſtimates from the ſeveral Dock Yards, Out- " ports, and Foreign Yards, and to correſpond with the Officers of the " Yards, &c. thereon, reſpecting the propriety of them, and for an explanation " of ſuch parts thereof as do not appear clearly ſtated, and to make ſuch " alterations and additions therein as he may ſee neceſſary, in order to lay " them before the Board for their approbation, prior to their being laid " before Parliament, and in doing thereof to conſider of the proper Ships, " and works of the Yards, which it may be moſt conſiſtent with the good " of the Service to give preference to, and to regulate the Eſtimates accord- " ingly; to conſider the prices propoſed by the Officers of the Yards for all " works performed by Contractors upon valuation; to attend the ſale of old " Stores, and cauſe the ſeveral lots to be put up at ſuch a high price, that " there is no reaſon to expect any perſon will bid for them at the firſt named " prices (the ſales being regulated after the manner of the Dutch auctions) " and to ſtop the ſale of any lot where the price is dropt ſo low that it " is not right to part with it at a lower rate, and to do the ſame on the

" ſale

" ſale of any of His Majeſty's Ships or Veſſels; to correſpond with the " Officers of the Dock Yards on particular points reſpecting the works " carrying on, or intended to be carried on; to conſider (in conjunction with " the junior Surveyor) of the propoſitions made to the Board from time to " time by the Officers of the ſeveral Dock Yards, of ſuch things as fall " under the Surveyors line of Duty, and to make minutes for grounding " orders on, as anſwers thereto, as well as to conſider, in common with the " other Members of the Board, of ſuch correſpondence as may relate to his " department; to correſpond with the proper Dock Yard Officers of the " propriety of performing any particular work which the Board may have " in contemplation to carry on, and to viſit the ſeveral Dock Yards, but " particularly Deptford Yard; and (jointly with the junior Surveyor) to " inſpect the Buildings or Repairs of the King's Ships in Merchants Yards, " as often as he may ſee neceſſary; to examine the Reports of all Surveys " taken of the Hulls, Maſts, and Yards of His Majeſty's Ships at the ſeveral " Ports, and to conſider of the propriety of the Officers propoſals for either " repairing, ſelling, or taking them to pieces, as the circumſtance of the " condition of the Ships, &c. may appear to require, and to give his opinion " to the Board thereon, and to cauſe Reports to be made to the Admiralty " accordingly; to examine the Progreſſes from all the Dock Yards, jointly " with the junior Surveyor; to propoſe any increaſe or decreaſe in the " number of Artificers or Labourers in the Dock Yards, jointly with the " junior Surveyor; to examine the Progreſſes of the Foreign Yards, and " compare them with the ſeveral works carried on in the Yards, and to " Ships and Veſſels under repair, and to report any irregularity or im- " propriety therein to the Board; alſo, to notice if any extra Artificers or " Labourers appear to have been unneceſſarily hired."

Duties of the Surveyors and their Aſſiſtants.

The junior Surveyor, being alſo Firſt Commiſſioner of the Committee of Stores—" Beſides the Duties of his Office, in conſidering and preparing " in conjunction with the ſenior Surveyor, the draughts for building Ships, " and his ordinary buſineſs of the Committee, has to attend to the " Accounts of Timber, Maſts, Hemp, and Iron in ſtore, and the proper " expenditure; to propoſe the quantities of each to be provided annually; " to attend to the ſtate of the Canvas, Sails, Colours, Anchors, Cables, " Nails, and every other article (except Slops) in ſtore; to order ſufficient " quantities from the Contractors, or from one Yard to another; to ſee how " far Contractors comply with demands made upon them, or the Contracts " they have entered into; to attend to the number of men of the different " claſſes in the Rope Yards, and their rate of taſk; to conſider (in con- " junction with the ſenior Surveyor) of any alteration which may be pro- " poſed to be made in the Hulls, Maſts, and Yards of Ships, or in their " equipment; to examine the Progreſſes from all the Yards, in conjunction " with the ſenior Surveyor; to conſider of all occaſional alterations or " additions, which it may be neceſſary to make in the proportions of " Boatſwains and Carpenters Sea and preſent-uſe Stores, and to ſee that " the Maſts, Yards, Boats, Sails, Anchors, Cables, and all other Furniture " and Stores are provided, and laid apart in the Storehouſes, &c. at the " ſeveral Yards for the Ships in good condition, and that the Officers " keep pace in providing the ſaid articles for ſuch Ships that are either " building or repairing, that they may be ready whenever the Ships ſhall " be ordered to be fitted for Sea Service, either at home or abroad; to exa- " mine into the propriety of all Diſburſements made by the Commanders " of His Majeſty's Ships and Veſſels for Boatſwains and Carpenters " Stores, purchaſed for a ſupply at any Foreign or Out-port, and for work- " manſhip performed to the Ship or Veſſel; to viſit the ſeveral Yards as

Duties of the junior Surveyor.

Duties of the Surveyors and their Aſſiſtants.

"occaſion may require, in order to inform himſelf, and the Board at large, "of the proceedings on the works in hand, and particularly to viſit "Woolwich Yard once every week for the above and other purpoſes; alſo, "to inſpect the Buildings or Repairs of Ships in the Merchants Yards, as "often as he may ſee neceſſary; to propoſe any increaſe or decreaſe in the "eſtabliſhed number of Artificers or Labourers in the Dock Yards, in "conjunction with the ſenior Surveyor."

Aſſiſtants to the Surveyors.

In the execution of their Duty, the Surveyors are allowed two Aſſiſtants, but one of them only remains at the Navy Office, the other being employed in ſuperintending the building of Ships at Milford Haven.

Duties of the Aſſiſtant at the Navy Office.

The Duties of the Aſſiſtant at the Navy Office, are ſtated by the Navy Board to be as follows:

"To examine all Bills of promiſcuous or extra Works performed by the "Contractors, either in the building or repairing of any of His Majeſty's Ships "in the Merchants Yards; to viſit and ſuperintend, under the Surveyors of "the Navy, the building and repairing of Ships for His Majeſty's Service "in the Merchants Yards; to examine and check propoſals of Taſk or Job-"work from the ſeveral Dock Yards, which may not be comprized in the "general Schedule of prices lodged at thoſe Yards; to ſurvey and report "ſuch Ships as may be directed by the Board to inſpect, for hire, or other-"wiſe; to examine the weekly progreſs of the works on Ships building, "repairing, and laid up in ordinary at the ſeveral ports, in order to the "abſtracting the whole, and ſending a weekly account thereof to the "Admiralty; to examine and report to the Surveyors, for their approbation, "the reaſonableneſs, or otherwiſe, of the prices charged on all extra Bills "for works performed by contract or otherwiſe, and to comply on all "occaſions with ſuch directions as he may, from time to time, receive from "the Navy Board at large, but more particularly from the Surveyors of the "Navy, as required by the Lords Commiſſioners of the Admiralty in their "warrant of appointment to the Aſſiſtant."

Draughtſmen.

The ſenior Surveyor is allowed two Draughtſmen, and the junior Surveyor one, who are inferior Officers (Quartermen) in one or other of the Yards, but are allowed to abſent themſelves from the Yard, for the purpoſe of aſſiſting the Surveyors at the Navy Office; their Duties are ſtated by the Navy Board to be as follows:

Their Duties.

"To prepare drawings (under the directions of the Surveyors of the "Navy) of all claſſes of Ships and Veſſels, for the approbation of the "Right honourable the Lords Commiſſioners of the Admiralty; and when "approved of by their Lordſhips, to make copies thereof for all ſuch as "ſhall be built in the King's and Merchants Yards, together with a "diſpoſition of the Timbers of the frame, and a profile draught and plans "of the inboard works, with ſuch other drawings relative thereto, as may "be ordered by the Surveyors; and in caſe any Ships ſhould be under "repair in any of the above Yards, ſketches are prepared and ſent for "making any alterations or additions as may be directed; to caſt the tonnage "and calculate the cubical capacity of all Ships propoſed to be built, ſo as "to aſcertain as nearly as poſſible their diſplacement, and as the greateſt "care and exactneſs is neceſſary in the execution of this part of their Duty, "they muſt be well verſed in the menſuration of ſuperficies and ſolids, and "correct in their calculations; to take an account of all drawings of every "deſcription ſent from His Majeſty's Dock Yards, as well as from Foreign "parts, together with all promiſcuous ſketches, and carefully enter them in "a Schedule kept for that purpoſe, ready to be delivered to the Board when "called

" called for, and to execute every branch of drawing (under the orders of " the Surveyors) neceſſary for the building and repairing His Majeſty's " Navy. In complying with the foregoing Services, it requires an unremit- " ted daily attendance."

Duties of the Surveyors and their Aſſiſtants.

The Surveyors have beſides five eſtabliſhed and one extra Clerk; the buſineſs of the Surveyors Office is however, notwithſtanding this aſſiſtance, very much in arrear; its Duties, as ſtated to us, are as follows:

Surveyors Office.

Its Duties.

" To prepare the annual Extra Eſtimates, ſo far as relates to the building " and repairing Ships in His Majeſty's and Merchants Yards, and im- " provements in the Dock Yards, alſo the ordinary Eſtimates in regard to " Harbour Moorings, Rigging, ordinary Repairs, annual and triennial trim- " mings, and keeping in repair the Docks, Wharfs, Storehouſes, &c. in " the Home and Foreign Yards, and make copies for the Houſe of Commons, " Treaſury, and Admiralty; to prepare the aforeſaid Eſtimates after the " money is voted by Parliament, for the uſe of the Dock Yard Offices, and " make copies of them for the uſe of the Surveyors; to write out an account " of the dimenſions and ſcantlings for building all Ships in His Majeſty's " Yards, and make entries of the ſame; to adjuſt the Impreſts to be granted to " Merchant Builders, and enter the ſame; to write Liſts of the Navy, con- " taining the name and principal dimenſions of every Ship, eſtabliſhment of " Men and Guns, and by whoſe or what draught they are built; to correct " the ſaid liſts when ſent for that purpoſe by the Admiralty and Navy " Boards, who may be in poſſeſſion of the ſame; to keep an annual " alphabetical Liſt of the Navy, into which is extracted the particulars of " every Admiralty order received in this Office reſpecting each Ship; to " prepare every week the progreſs for the uſe of the Admiralty, from the " ſeveral King's and Merchants Yards progreſſes, received weekly, and kept " in this Office; a copy of the progreſs is prepared monthly for the uſe of " His Majeſty: it alſo contains the names of all His Majeſty's Ships and " Veſſels in ordinary, ſhewing the principal works performed to thoſe " building, repairing, fitting, refitting, and making good defects, and the time " of their arrival, docking, undocking, and ſailing, and alſo the ſtate of thoſe " in ordinary, not under repair; to keep a book, entitled, An Abſtract of the " progreſſes, in which is entered the name of every Ship in His Majeſty's " Navy, when ſhe began building, and where, her arrival in Port, docking, " coppering, taking off and replacing, or repairing the copper, launching " or undocking, ſailing, nature of the work performed on her, and the " expence of the ſame; to keep a book, ſhewing when each Ship is coppered, " and where, whether Iron or Copper faſtened, and the ſeveral particulars " relating to coppering, together with the expence of the ſame; this is " collected from Returns ſent quarterly from each Dock Yard; to enter " accounts of all Stores received in His Majeſty's Dock Yards not in con- " tract; to value Anchors, Cables, or other Stores taken up at ſea, and " returned into ſtore, or on board any of His Majeſty's Ships, and fix the " proper proportion to be allowed for Salvage; the Accounts are entered in " this office; to make abatements for wear and tear of hired Ships loſt at " Sea, or taken; to make entries of the expence of taking Ships to pieces; " to write all public Letters from the Surveyors, and enter the ſame; all " Letters to the Surveyors are kept in this Office; to keep a Book, " containing the dimenſions of Maſts and Yards of every Ship in His " Majeſty's Navy, in which is alſo noted ſuch alterations as may at any " time have been made therein at any of the Dock Yards; quarterly accounts " are received from each Dock Yard, from which the ſaid alterations are " copied; and alſo an account of the dimenſions of ſuch Ships, Maſts, and " Yards, as may have been taken from the Enemy, and arrived at any of

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Duties of the Surveyors and their Aſſiſtants.

" His Majeſty's Yards within the preceding quarter: to ſend to the Yards " an account of the dimenſions propoſed for the Maſts and Yards of all " Ships building; to keep an annual Liſt of His Majeſty's Navy, to ſhew " the increaſe or decreaſe in the number of Ships; to keep a book contain- " ing the Impreſts paid to Merchant Builders, and when paid, and alſo an " abſtract of the ſame; to keep a book containing abſtracts of all Surveys " received, ſhewing each Ship's Rate, Guns, Name, when and where ſur- " veyed, if in dock or afloat, the nature of the repair required, the eſtimated " expence thereof, if neceſſary to be docked for repair, when docked after " ſurvey, when the defects are made good and repairs completed, if ſold, or " how diſpoſed of; to draw up ſome of the minutes for the approbation " of the Surveyors, for warrants or orders to the ſeveral Yards, on buſineſs " relating to this Office; to check certificates received from Captains of " work performed by men belonging to *their own Ships*, on board their own " or other Ships in foreign parts, and ſtate the accuracy, or otherwiſe, of the " allowance to be made them for the ſaid Service: theſe certificates are " therefore entered in this Office; to make a monthly ſtatement from " accounts received from the ſeveral Yards of what Ships may be ready to " receive men in the ſucceeding month, for the uſe of the Admiralty, Comp- " troller, and Surveyors: numerous accounts are prepared in this Office for " Parliament, Admiralty, the Board and Surveyors, which cannot be brought " under any diſtinct head."

This very important part of the Duties of the Navy Board, being left ſo completely to the Surveyors, it becomes natural to enquire by what means, or by what plan of education, they are, according to the preſent ſyſtem, prepared for a charge, in which the intereſt of the Country is ſo deeply concerned.

PART II.

PRESENT SYSTEM OF EDUCATION OF SHIPWRIGHTS.

Preſent Syſtem of Education of Shipwrights.

WE find that Apprentices are admitted at the age of fourteen; that at their admiſſion, many of them cannot read or write, few have much education; they are examined previouſly to their being entered, but their examination ſeems principally confined to their being of the age mentioned, to their being four feet ten inches high, and found by the Surgeon in ſound health. As Apprentices they ſerve ſeven years; no care is taken to teach them any thing during that time but their buſineſs as Shipwrights; ſome of them are, it is true, employed in the Cabins and Mould-lofts, and of theſe, a part is ſaid to be choſen on account of merit, and a part from the favour or partiality of the Officers. At the end of the apprenticeſhip, they generally ſerve two or three years working as Shipwrights, after which time thoſe reckoned fit for it are commonly employed as Overſeers of Ships building in the Merchants Yards; they are then appointed Quartermen, having the ſuperintendance of a gang of fifteen Shipwrights and four or five Apprentices, from which ſituation they are raiſed in ſucceſſion to thoſe of Foremen, Aſſiſtant to the Maſter Shipwright, and to that of Maſter Shipwright, from which employment the Surveyors of the Navy are choſen.

Apprentices.

Appendix, N° 42.

Working Shipwrights.

Overſeers.

Quartermen.

Foremen.

Aſſiſtants.

Maſter-Shipwrights.

Surveyors of the Navy.

Want of Education.

Appendix, N°s 42, & 45.

In the whole courſe we have deſcribed, no opportunity will be found of acquiring even the common education given to men of their rank in life, and they riſe to the complete direction of the conſtruction of the Ships, on which the ſafety of the Empire depends, without any care or proviſion having

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ing been taken, on the part of the Public, that they ſhould have any inſtruction in Mathematics, Mechanics, or in the ſcience or theory of Marine Architecture.

Preſent Syſtem of Education of Shipwrights.

It is indeed true, that prior to May 1801, when Maſter Shipwrights and their Aſſiſtants were allowed to take Apprentices, boys of rather a better condition and more education, induced perhaps by the expectation of obtaining undue preference over others, offered themſelves, and were entered in the Yards as Apprentices to the Officers; but in conſequence of diſcoveries being made that very conſiderable premiums had been paid to the Officers; that extra earnings, to which they were not entitled, had in ſome caſes been allowed to Apprentices for the benefit of the Maſters, and that great partiality had been ſhewn to them in the recommendation for promotion, Maſter Shipwrights and their Aſſiſtants were then deprived of the privilege of taking any Apprentices.

Apprentices formerly allowed to Officers, better educated.

Appendix, N° 6, & 42.

6th Report of Commiſſioners of Naval Enquiry, page 132.

Apprentices to Officers aboliſhed in part.

But although this meaſure was, for the reaſons which have been given, undoubtedly proper, yet it ſhould have been accompanied with ſome other regulations, by which encouragement to Apprentices of a ſuperior claſs to enter would ſtill have been held out.

The Perſons who could afford to give premiums for the admiſſion of their ſons had generally given them ſome education, and the Officers who profited by the premium, and who received alſo conſiderable advantage from the earnings of the Apprentices, found it their intereſt to recommend themſelves to Parents of that deſcription, by the care they took in the inſtruction of thoſe bound to them.

Bad effects.

Appendix, N° 6, & 42.

By theſe means the Apprentices to Officers became really better informed in the art of Shipbuilding, and better entitled to promotion, than thoſe bound to the inferior Shipwrights.

No other means having, however, been adopted to induce Parents of any reſpectability to ſend their ſons to the Dock Yards, this ſuperior claſs of Apprentices was entirely loſt; there was indeed a ſecond claſs, which, though not equal to the Apprentices of the principal Officers, was ſtill in ſome degree better than thoſe bound to the common Shipwrights, namely, the claſs of Apprentices to the Foremen and Quartermen: but the Foremen having been found alſo to have fallen into irregularities, were prohibited from taking Apprentices in 1802; and the Quartermen, being intereſted in the amount of the earnings of their Apprentices, which depended upon the Accounts of Works performed, rendered by themſelves, were, for that reaſon, ſuppoſed liable to be under improper influence, and were therefore, in 1804, likewiſe deprived of Apprentices.

Apprentices to Officers wholly aboliſhed.

6th Report on Commiſſioners of Naval Enquiry, page 48.

Appendix, N° 80.

None then remained but thoſe bound to the working Shipwrights; and even as to them a change took place in December 1802, which had a tendency to leſſen the attention which thoſe working men might be expected to give to their inſtruction, and to prevent any but the very loweſt claſſes of the people, and thoſe leaſt likely to have any education, from entering in the Dock Yards.

Alteration in the ſyſtem of Apprentices to working Shipwrights.

Appendix, N° 3, 7, 10, 42, 45, 48, 49, & 100.

Before that time, Apprentices were bound to the working Shipwrights, who were required to maintain them, if their Parents ſhould be unable to do it; and, in return, the whole of their earnings were paid to the Maſters.

The advantages, then derived from having an Apprentice, amounted upon an average to about ſeventy Pounds per annum during the whole time of his Apprenticeſhip; it became, therefore, a great object with the Shipwrights to obtain boys whoſe Parents were in good circumſtances, and to recommend themſelves by taking pains in their inſtruction.

Appendix, N° 43.

Preſent Syſtem of Education of Shipwrights.

Bad effects. Decem. 1802.

6th Report of Commiſſioners of Naval Enquiry, page 123.

But, at the time mentioned, regulations were eſtabliſhed by which all Apprentices were in future to be bound to the principal Officer of the branch of Dock Yard buſineſs to which the Apprentice was to be brought up, and not to any of the inferior Artificers; the Artificer under whoſe care the Apprentice was to be put, was to be called his Inſtructor; and, in conſequence of abuſes occaſioned by granting extra wages to Apprentices, it was eſtabliſhed that they were no longer to have more than ſingle days pay, although ſtill required to continue to work during the whole time that the people did to whom they were attached; two-third parts of which ſingle days pay, amounting to about ſixteen Pounds a year, were to be paid to the Inſtructor, and the remaining one-third part, amounting to about eight Pounds per annum, to the Parents or Guardian of the Apprentice, for providing him with food, clothes, and tools.

Appendix, N°s 6, 27, 97, & 98.

Appendix, N°s 3, 7, 42, 43, 45, 48, & 49.

By this regulation the wages were ſo much reduced, that it was no longer ſo material an object to the Shipwrights to have Apprentices, or to recommend themſelves by inſtructing them; the trifling allowance made for their ſupport during three and a half years of their apprenticeſhip could induce none but the moſt indigent claſſes to offer their ſons to the Dock Yards, and this diſcouragement has not been removed by the remote expectation of the increaſed allowance of extra wages during the latter part of it; the Shipwrights themſelves may indeed form an exception, as they may poſſibly find it of ſome little advantage to keep their ſons with them.

Appendix, N°s 3, 7, 42, 45, 48, & 49.

Appendix, N°s 36, 37, 38, 39, 40, & 41.

Appendix, N° 48.

Thoſe who have ſince come into the Dock Yards are accordingly found to be almoſt entirely without education; and it appears from the Returns made to us, that not one of the Apprentices entered ſince thoſe Rules were eſtabliſhed has been brought into the Mould-lofts, where the plans of Ships are drawn, and where conſequently ſome knowledge might be gained; and the reaſon aſſigned for this is, that none could be found of ſuch education as to be fit for it; ſo that being without the means of improvement in the Dock Yards, they muſt remain in the ſame ſtate of ignorance as when their apprenticeſhip began.

We believe the repreſentation we have given of the education of Shipwrights, as matters are at preſent carried on, to be correct; it can ſcarcely be neceſſary to add, that, unleſs this part of the preſent ſyſtem ſhall be altered, even good-working Shipwrights will hardly be found in our Dock Yards; and it would be in vain to expect order or regularity in the conduct of the Buſineſs, accuracy in the Accounts, or profeſſional ſkill in thoſe who muſt, at no great diſtance of time, come of courſe to be entruſted with the management of every thing reſpecting the conſtruction of the Ships by which this Country is to be defended.

We truſt that nothing ſtated in this Report will be underſtood to imply cenſure, or to impute blame to thoſe Officers at preſent in this department. The impreſſion made on our minds, in the courſe of our inveſtigation, has not been of a kind to lead to any ſuch intention.

We have found among them men of ſtrong natural parts, and of great intelligence and profeſſional ſkill, conſidering the means of improvement afforded to them: we believe them to be in general good builders of Ships, and, if they have but little knowledge of the ſcience or theory of Naval Architecture, the blame muſt in juſtice fall upon Government, for not having formed any plan for their inſtruction, ſo as to furniſh them with an opportunity of obtaining it.

We have alſo ſhewn, that the alterations lately made have unfortunately put matters into a much worſe ſtate than they were in before; and that, in looking

looking forward, unleſs ſome means ſhall be taken for the improvement of the education of Apprentices, we muſt not expect a ſucceſſion of Officers, or Artificers, equal to thoſe now in the Dock Yards.

Preſent Syſtem of Education of Shipwrights.

To put an end to this want of foreſight and due conſideration, which may finally lead to ſo much danger to the Country; to bring into our Dock Yards Apprentices of more liberal education than has hitherto been required; to inſtruct them, while there, in Mechanics, in Mathematics, in Drawing, and in every thing connected with the ſcience of Naval Architecture; to employ them during a portion of their time in working with the Shipwrights, in the building and repairing of Ships, ſo as to add the practice of the art of Ship-building to the ſtudy of the theory, and, by thoſe means, to enable them to form the plans of our Ships of War conſiſtently with ſcientific principles, and render them at the ſame time competent to judge of the labour that muſt neceſſarily be beſtowed on the execution of every part of a Ship, the wages that by proper exertion may be earned by thoſe employed on it, and the quality of the work when completed; theſe we conſider to be among the moſt important parts of the Duty which Your Majeſty has been pleaſed to commit to us; and we propoſe what follows as the beſt Plan for the attainment of thoſe objects, that, after the fulleſt attention, has occurred to us.

Propoſed advantages of a better education.

PART III.

PLAN OF EDUCATION PROPOSED FOR APPRENTICES.

THAT there ſhall be two claſſes of Apprentices, the firſt conſiſting of ſuch number as ſhall be reckoned, on full conſideration, to be ſufficient to ſupply the place of Officers who may die or be removed: the ſecond claſs to conſiſt of as many as may be deemed neceſſary to keep up the number of Shipwrights that it may be thought adviſable to have permanently in the Dock Yards.

Plan of Education propoſed for Apprentices.

Firſt claſs of Apprentices.

Second claſs of Apprentices.

SUPERIOR CLASS OF APPRENTICES.

1.

Theſe Apprentices ſhall belong to Portſmouth Yard, in which the Royal Naval Academy is eſtabliſhed, and we propoſe that a Profeſſor, or Preceptor, ſhall be appointed, and added to the number of Teachers in that Academy, for the inſtruction of this Firſt Claſs of Apprentices.

To be educated in Portſmouth Yard.

2.

Candidates for this claſs ſhall, previouſly to admiſſion, be carefully and ſtrictly examined before a Committee of the Navy Board, conſiſting of the Comptroller and two Surveyors, by the Profeſſor, or by ſuch perſon or perſons as may be appointed for that purpoſe by the Navy Board. As the number of this claſs will be ſmall, one day in each year may be ſufficient to ſet apart for this examination, and it may prevent trouble to let that day be named by advertiſement in the public papers at the beginning, for inſtance, the firſt Tueſday in April, or in any other month that may be thought more convenient in every year; the number to be admitted in one year ſhould alſo be advertized, and that ſhould be determined by the number of the Apprentices of this claſs, and the duration of the Apprenticeſhip; if the duration is to be five, ſix, or ſeven years, the number to be admitted in one year ſhould not exceed one-fifth, one-ſixth, or one-ſeventh part of the whole, with ſuch addition as may be neceſſary to ſupply vacancies in conſequence of death or removal. On the firſt eſtabliſhment of the Syſtem, it may however

Examination for admiſſion.

Number to be admitted.

Plan of Education proposed for Apprentices.

ever be proper to admit a greater number to make up for the almost total want of education of the Apprentices admitted during the last three years, among whom it is not likely that persons will be found qualified to supply vacancies among the Officers; we propose, therefore, that twelve shall be admitted in the first year as Apprentices of the superior class, if a sufficient number of Candidates, properly qualified, shall offer themselves; and that four of this class shall be admitted in each succeeding year, until there be twenty-five, which we consider will be a proper number to keep complete.

Appendix, N^os 7. 42. & 49.

3.

Age and Health.

Each Candidate shall bring proofs from the Register of the Parish in which he was born, of his being not less than sixteen years of age; with a certificate from two respectable Physicians or Surgeons, that he is of sound health and constitution.

4.

Qualifications for admission.

He shall not be admitted unless he be found, on examination, to understand the rules of vulgar and decimal Arithmetic; and to be so far advanced in Mathematics as to understand the first six books of Euclid's Elements. He should also be able to read French with ease, so as to receive instruction from the publications in that language on subjects connected with the construction of Ships.

5.

In the admission of Candidates, no regard shall be paid to any consideration, except that of superior attainment in the qualifications required; the examination should be made with candour and impartiality, and the fittest and best qualified for the Service should invariably be chosen.

6.

On admission, a certificate of examination, signed by the Members of the Navy Board present at the examination, as well as by the Examiner, shall be forthwith transmitted to the Resident Commissioner of the Yard, to whom, and to his successors in office, the approved Candidate shall be bound.

To be bound to the Commissioner.

7.

Salaries.

The Apprentice shall have a certain salary, rising every year of his apprenticeship in the following ratio, to be paid to him quarterly by the Clerk of the Check; viz.

First year	£. 60.
Second	70.
Third	80.
Fourth	100.
Fifth	120.
Sixth	140.
Seventh, while at sea	140.

Payment for instruction.

The Clerk of the Check shall, during the first six years of each Apprentice's servitude, deduct £. 8. per annum out of his salary, and pay the same to the Professor, or Preceptor, for his trouble in instructing him, being the same sum as is to be paid for instruction by a scholar in the Royal Naval Academy at Portsmouth; and these payments, when the number is complete, will yield him a salary of £. 200. per annum.

8.

Plan of Education.

One half of the time of the Apprentices (in each day) shall be employed under the Professor, in attending their studies, and the other half under the Master Shipwright in the Mould-loft; in learning the management of Timber; in manual Labour in Shipbuilding, or in such other manner, and according to such Rules, as the Commissioner shall think proper.

9.

Annual Examination.

An examination of all these Apprentices shall take place annually, in the presence of the Commissioner and Master Shipwright, and the Professor

or

or Preceptor of the Royal Naval Academy; and a Report of the progreſs made in their Education ſhall be tranſmitted to the Admiralty and Navy Boards, in order that ſuperior talents and merit may be noticed, and when opportunity offers, duly rewarded. Plan of Education propoſed for Apprentices.

10.

There ſhall be a ſmall Library in the Academy; the books to be purchaſed at the Public expence, chiefly for the uſe of thoſe Apprentices, containing the beſt publications in the French and Engliſh Languages on the different ſubjects recommended to their attention. The books ſhall be ſelected by the Commiſſioner, and Profeſſor or Preceptor, but not purchaſed without the conſent of the Navy Board. Lectures ſhall be given on theſe ſubjects at leaſt three times in every week, by the Profeſſor or Preceptor, after the working hours of the Yard; and, in order to diffuſe a taſte for the ſtudy of the ſcience of Naval Architecture, all the Officers of the Yard, the Shipwrights, and Shipwrights Apprentices, ſhall be allowed to attend theſe Lectures in ſuch number at a time, and in ſuch rotation, as may be fixed by the Commiſſioner. With the ſame view, the Profeſſor or Preceptor may allow any of thoſe who attend the Lectures, to have books from the Library; for which purpoſe it may be neceſſary to have ſeveral copies of the moſt uſeful, particularly on Mechanical ſubjects. Library. Lectures.

An eſtabliſhment of this kind, at Glaſgow, has been attended with very beneficial effects; a late Profeſſor in the College there having left by his will, funds for the payment of a ſalary to a Profeſſor, to give Lectures on the ſubjects connected with the Arts or Manufactures carried on in that part of the country, and for the purchaſe of books that might be uſeful, the claſs of that Profeſſor has been attended, generally, by about 500 working Manufacturers; and ingenious men have been brought forward, and many improvements have been made by thoſe people, who had no other means of inſtruction than what they obtained from thoſe Books and Lectures. Good effects of Lectures at Glaſgow.

11.

The heavieſt kind of Labour is not recommended for theſe Apprentices, but rather ſuch as may lead to the moſt accurate practical knowledge in the conſtruction, repairs, fitting, and qualities of the various kinds of Ships and Veſſels; and the Quartermen of the gangs in which they are employed, ſhall pay particular attention to their inſtruction. Manual Labour.

12.

As it would be of advantage to the moſt able Shipwright, to have ſome practical knowledge in the ſteering, ſailing, trimming, and ballaſting of Ships, with other circumſtances attending them, it is propoſed that they ſhall paſs the laſt year of their Apprenticeſhip at ſea, on board ſuch of Your Majeſty's Ships, of different claſſes, as the Lords Commiſſioners of the Admiralty ſhall direct; that, under the obſervation of the Captain, they ſhall employ themſelves in making Remarks on the motion and working of the Ship in all her parts in bad weather, and in a high ſea, the ſtanding and ſtraining of the Maſts and Yards in all circumſtances, the fixture of the ſtanding Blocks, and the proper leading of the Ropes, &c.; that they ſhall conſult with the Carpenter of the Ship, in order to obtain from him all the information which his experience may enable him to communicate, and aſſiduouſly attend to all matters connected with their profeſſion, for the acquirement of knowledge, which they may, in future, apply to the benefit of Your Majeſty's Service. That while at ſea, they ſhall be allowed the uſe of ſuch books from the Library as the Profeſſor may think proper to give them to peruſe. Service at Sea.

That they ſhall daily minute down all obſervations they may make on the ſeveral matters before adverted to, and all others connected with the building, equipping, repairing, ballaſting, &c. of Your Majeſty's Ships, and

Plan of Education proposed for Apprentices.

shall prepare, and upon their return from this service, transmit to the Lords Commissioners of the Admiralty, and also to the Navy Board, a Journal and Digest of their Remarks on the several particulars before-mentioned, arranged distinctly under their respective heads, together with such improvements, as they may have to suggest in any matter that they have been able to investigate. That during the time they shall be on board a Ship as aforesaid, a cabin or birth shall be allotted to them in the gun-room, or some other suitable part of the Ship; that they shall mess with some of the Officers, and be in all respects treated as Gentlemen.

How to be employed on return from sea.

Upon their return from sea, until they can be appointed Officers in consequence of vacancies having occurred, they shall be employed as Overseers of Ships building, and Sub-measurers*; in assisting the Master Shipwrights in the different Yards, and their Assistants or Foremen; in the Mould-loft; under the Timber Master, or in any other situation in which the Master Shipwright may have occasion to employ them, with the approbation of the Commissioner; during that interval they shall have £.150. per annum; and, if such vacancies should not happen within three years after their return, they shall then have £.180. per annum until they be provided for.

Salary.

13.

Incitement to the Apprentices of the inferior class, to qualify themselves for the superior class.

For the encouragement of Apprentices of the inferior class to improve themselves by attending to the Lectures, and reading the books which may be furnished to them, we propose that if an Apprentice of the inferior class shall think himself qualified to undergo the examination required for entry into the superior class, he shall be at liberty to offer himself as a Candidate; and if he shall on such examination be found entitled to admission, he shall be entered as an Apprentice of the superior class, upon his former indentures being cancelled, and the Instructor who received the benefit of his earnings shall be allowed another Apprentice in his room; but, as the earnings of Apprentices of the inferior class increase in proportion as they advance in their Apprenticeship in order that the Instructor may not be a loser by receiving only the earnings of an Apprentice in the first part, instead of those of one in the latter part of his servitude, the Clerk of the Check shall, for such length of time as the Indenture of the Apprentice, removed from the inferior into the superior class, may have to run, make up the deficiency; and deduct the same from the Salary of such Apprentice.

14.

To give Bond.

In order that the services of young Men, whose education has been obtained at a considerable expence to Government, may not be lost on the expiration of their Apprenticeship, they shall, each of them, previously to their entry in the Yard, be required to give bond with two sureties, subjecting them to the forfeiture of the sum of Eight Hundred Pounds, if they shall leave His Majesty's Service within ten years after they are out of their time.

15.

Future encouragement.

From this class of Apprentices, we recommend that the following description of Officers shall be selected; viz.

Master Measurers†,
Foremen of Shipwrights,
Master Boatbuilders,
Master Mastmakers,
Assistants to the Master Shipwright,
Mechanist in the office of the Inspector General of Naval Works,

* A description of Officers to be proposed in this Report.

† A description of Officers to be proposed in this Report.

Civil

Civil Architect and Engineer,
Assistants to the Surveyors of the Navy,
Master Shipwrights,
Second Surveyor of the Navy,
Inspector General of Naval Works,
First Surveyor of the Navy.

Plan of Education proposed for Apprentices.

Previously to their appointment to the first of these Offices, they shall undergo a due examination in the presence of the Commissioner, the Master Shipwright, and Professor or Preceptor; and the one who may, in every respect, be the best qualified, shall be fixed upon for the appointment.

PART IV.

Inferior Class of Apprentices.

1.

Inferior Class of Apprentices.

NO Boys shall be admitted but such as are stout, well grown, and at least four feet ten inches high; they shall be fourteen years of age, to be proved by a certificate from the Register of the Parish in which they were born; they shall be able to write and understand the common rules of Arithmetic.

Qualification.

They shall be examined by the Master Shipwright of the Yard in which they are intended to be entered, and one of his Assistants, and if they find them eligible, they shall make out a note containing the before-mentioned particulars, and send them therewith to the Surgeon of the Yard for examination as to their strength and health, who, if he find them in those respects fit for the Service, shall subjoin to the note a certificate to that effect. The Boys shall then be sent with the note, thus attested, to the Commissioner for further examination, and final approval.

Examination.

The certificate shall then be lodged in the Office of the Clerk of the Check, and six weeks trial shall be allowed; and if after the expiration of that time the Apprentices themselves shall be satisfied with the trade, and the Officers of the Yard shall find them duly qualified, the Indentures shall be made out and executed accordingly, taking care that they be previously stamped and indented.

Trial.

2.

The Apprentice shall be indentured jointly to the Master Shipwright of the Yard, (or his Successor for the time being) as well as to the Shipwright who is intended to be appointed his Instructor, or such other Shipwright as it may be thought proper to appoint as his Instructor, on the death, removal, superannuation, promotion as an Officer, misbehaviour, or dismissal of the Instructor named in the Indenture; and in either of these cases, the Officers of the Yard shall propose to the Commissioner three of the most deserving men in the Yard, in order that he may send their names to the Navy Board, and recommend such one of them to be appointed the Instructor in the room of the one dead, removed, superannuated, promoted, or dismissed, or who shall have misbehaved, as he may consider the best entitled to the indulgence of an Apprentice.

Indentures.

3.

The Parent or Guardian of the Apprentice shall agree to maintain him, and find him in working Tools, during his Apprenticeship; in consideration of which, one half of the earnings of the Apprentice for the four first years of his Apprenticeship, and £.30. per annum for the last three years (provided the said £.30. shall not exceed one half of his earnings, otherwise only

Maintenance.

Plan of Education proposed for Apprentices.

only the amount of one half of his earnings) ſhall be paid to the Parent or Guardian, ſo long as his Maſters are ſatisfied that the ſaid allowances are properly applied to his maintenance; but ſhould it appear that the ſame have been miſapplied, or that the Apprentice has not been taken ſufficient care of, the Maſters ſhall cauſe the ſaid proportion of his earnings to be paid to any other perſon whom they ſhall think fit to entruſt with the maintenance and care of the Apprentice; but in caſe an Apprentice ſhall have no Relation who will engage to maintain him, for that portion of his earnings which is allotted for the purpoſe, the Inſtructor ſhall be required to ſupport him, to whom, in ſuch caſe, the allowance granted for his maintenance ſhall be paid. In caſe however of any neglect, or miſbehaviour of the Apprentice, the Maſter Shipwright ſhall deduct from what is allowed for his maintenance, ſuch ſum as he ſhall think reaſonable; the remaining half of the Apprentice's earnings for the firſt four years of his Apprenticeſhip, and £.30. per annum for the laſt three years (provided the ſaid £.30. ſhall not exceed one half of his earnings, otherwiſe, only the amount of the one half of his earnings) ſhall be paid to the Inſtructor, for his care and trouble in teaching him his buſineſs.

Encouragement to the Inſtructor.

4.

Abſence.

All pay on account of an Apprentice ſhall ceaſe when he is abſent from his Duty, except when in conſequence of hurts received in the Service; and the Parent or Guardian ſhall in ſuch caſe be required to maintain him.

5.

Sickneſs.

Whenever an Apprentice may be prevented from attending his work by ſickneſs, the Inſtructor ſhall report the ſame to the Clerk of the Check, who ſhall inform the Surgeon thereof, in order to his viſiting him, for the purpoſe of aſcertaining the real ſtate of his health, which he ſhall note down in a book to be kept for that purpoſe.

6.

Abſence without leave.

When an Apprentice ſhall have regularly ſerved his time, he ſhall be entered in the Yard as a Shipwright; but ſuch number of days as he may have abſented himſelf during his Apprenticeſhip, without leave, ſhall be ſerved at the expiration of the ſtipulated term of ſeven years; and until thoſe days ſhall have been ſerved, he ſhall not be conſidered to have completed his Apprenticeſhip, ſo as to entitle him to entry in the Yard, or to have his Indenture delivered up to him; but if it ſhould appear that an Apprentice has abſented himſelf for more than ſix days in any one year, without leave, unleſs ſuch abſence ſhall have been occaſioned by ſickneſs, he ſhall not be entered in the Yard without the expreſs ſanction of the Navy Board, to whom all the circumſtances of the caſe ſhould be communicated.

7.

Hurts.

If an Apprentice ſhall receive a Hurt in His Majeſty's Service, the following allowances ſhall be made while under cure; viz.

	s. d.
In the 1ſt year of Apprenticeſhip - - - -	1/2 per day.
2d - - - - - - - - - - -	1/4.
3d - - - - - - - - - - -	1/6.
4th - - - - - - - - - - -	1/7.
5th - - - - - - - - - - -	1/8.
6th - - - - - - - - - - -	1/10.
7th - - - - - - - - - - -	2/0.;

on the Surgeon certifying that he was unable to perform any work, a moiety of which allowances ſhall be paid to the Inſtructor, and the remainder to the Parent or Guardian.

8. If

8.

Plan of Education proposed for Apprentices.

If an Apprentice ſhall abſent himſelf from his work without leave, or otherwiſe miſbehave, his Inſtructor ſhall cauſe him to be apprehended, and taken before a Magiſtrate, to be puniſhed according to law; or, if his conduct ſhall deſerve it, he ſhall be diſcharged from the Service, and the Indenture ſhall be ſo formed, as, in ſuch caſe, to become null and void.

Abſence and miſbehaviour.

The Inſtructor ſhall not be allowed another Apprentice, in lieu of the one diſcharged, without the expreſs ſanction of the Navy Board, to whom all the circumſtances which occaſioned his diſcharge ſhall be communicated.

9.

The Apprentices ſhall, during the fifth year of their ſervitude, be employed and inſtructed in the art of Caulking, and when out of their time, they ſhall produce a Certificate from the Maſter Shipwright, previouſly to their being entered in the Yard, of their being duly qualified as Caulkers, as well as Shipwrights.

The art of Caulking to be learnt.

10.

Very ſtrong and convincing reaſons being given by the Commiſſioners of Naval Enquiry *, for bringing up Apprentices excluſively to the buſineſs of Boatbuilding and Maſtmaking in the different Yards; we recommend that Apprentices in the proportion of one to every eight men, be brought up to thoſe branches. The number of Apprentices reared in conſequence of this regulation, will not, we think, exclude the old and infirm Shipwrights from finding employment in the Maſt and Boat-houſes.

Apprentices to Maſt-making and Boat-building.

* 6th Report, pages 15, 52, & 64.

11.

The Indentures ſhall be filled up in the Maſter Shipwright's office, and depoſited in that of the Clerk of the Check; one half of the expence of the ſtamps ſhall be defrayed by the Inſtructor, and the other half by the Parent or Guardian of the Apprentice; but in caſe the Parent or Guardian ſhall be deſirous of ſaving his proportion of the expence, he ſhall be at liberty to do ſo, by giving up his claim to the counterpart of the Indenture; the whole expence of the enrolment of the Indenture, if the Parent or Guardian ſhould think the ſame neceſſary, ſhall be paid by him.

Indentures.

12.

The Earnings of the Apprentices ſhall be calculated according to the following rates; viz.

Earnings.

If thoſe earnings be 6*s.* a day, the ſum to be allowed for an Apprentice will be as follows; if the earnings of the Shipwrights ſhall be more or leſs, thoſe of the Apprentices will be proportionably altered:

		s. d.
An Apprentice in the 1ſt Year of his Apprenticeſhip	$\frac{6}{24}$ parts of the Earnings of a Shipwright	1/6.
2d	$\frac{8}{24}$	2/0.
3d	$\frac{10}{24}$	2/6.
4th	$\frac{12}{24}$	3/3.
5th	$\frac{16}{24}$	4/0.
6th	$\frac{19}{24}$	4/9.
7th	$\frac{22}{24}$	5/6.

Appendix, Nos 42, & 82.

As during the laſt three years £.30. per annum is to be allowed the Inſtructor, and £.30. per annum for the maintenance of the Apprentice, although the amount of the Apprentice's earnings may exceed £.60. the ſurplus thereof, beyond the ſaid £.60. ſhall be ſet off on the Yard-books, to the credit of Government, and this will anſwer as a fund for the ſupport

Plan of Education proposed for Apprentices.

of the Apprentice, if the Parent or Guardian should not be able to maintain him in case of sickness.

13.

Subsistence Money.

The Parent or Guardian, or such other person as may be entrusted with the maintenance of an Apprentice, shall be paid the following sums weekly, under the description of Subsistence Money, the amount of which shall, at the quarterly payments of the Yards, be deducted from that portion of the Apprentice's earnings which is allotted for his maintenance; viz.

	s. d.
During the first year of his Apprenticeship	3/6 per week.
2nd	4/6.
3rd	5/6.
4th	8/0.
5th	8/0.
6th	8/0.
7th	8/0.

14.

Chip Money.

Apprentices, to Shipwrights, during the first four years of their servitude, shall be allowed Fourpence a day, and during the last three years Sixpence a day, in lieu of the priviledge of taking Chips out of the Yard. These allowances shall be paid weekly to the Apprentices themselves for their own use, according to the actual number of days which each Apprentice may have been at work, but they shall not be paid to those who may have behaved themselves improperly, wasted materials, or lost their time. The Commissioners of Naval Enquiry have proposed that the allowance in lieu of Chips shall be abolished; but we agree with the Commissioners of the Land Revenue, in thinking that the continuance of an allowance expressed to be given in lieu of Chips, is the most likely way to prevent the return of that dangerous perquisite.

6th Report, page 132, Naval Enquiry.

11th Report, page 31, Land Revenue.

15.

Pay-books.

In the Yard Pay-books, the names of the Apprentices, with their times of servitude, shall immediately follow the names of their respective Instructors, and at the end of the book, the names and places of residence of their Parents or Guardians shall be inserted. All Apprentices shall appear at the Pay-table at the quarterly payment of the Yard, in order that the Commissioner comptrolling the payment of their Wages may be satisfied that they are in the actual employment of the Yard.

16.

Rules for the selection of Boys for Apprentices.

In the selection of Boys who may offer themselves to be entered as Apprentices, those who may be the best qualified in every respect shall be preferred, but, in those of equal qualifications, preference shall be given to the sons of the following description of Persons, in the order in which they stand; viz.

1st. The sons of Officers of the Yard.
2d. - - - - Shipwrights and Caulkers.
3d. - - - - Officers of the Navy.
4th. Orphans of the above three Classes.
5th. The sons of superannuated Officers and Artificers.
6th. The sons of Workmen of every other description, belonging to the Yard, including Labourers and Ordinary Men.

A book shall be kept in the Master Shipwright's Office, containing the names of the Parents who are desirous of having their sons entered as Apprentices to Shipwrights, describing the height and age of the Boys proposed.

In

17.

Plan of Education proposed for Apprentices.

In order to keep the eſtabliſhed number of Shipwrights in each Yard complete, ſuch number of Apprentices ſhall be annually entered therein, both in peace and war, as will preſerve the proportion of one Apprentice to every four Shipwrights; with this view therefore, the Officers of each Yard ſhall, in the month of January in every year, report to the Commiſſioner the number of vacancies for Apprentices in the Yard, and how they have ariſen; and recommend to him ſuch number of the moſt deſerving Shipwrights in the Yard, as will amount to three times the number of vacancies for Apprentices, in order that he may forward their names to the Navy Board, pointing out thoſe whom he may conſider the beſt entitled to the indulgence of Apprentices, for their approval. The Officers ſhall be anſwerable for the general good character of the Men they recommend, for the benefit of Apprentices, and, in the ſelection of them among Men of equal merit, preference ſhall be given to thoſe who have had the care of Apprentices to other Shipwrights, entruſted to them, and who, though not having been paid for it, have given proper attention to their inſtruction; to thoſe who have ſerved the longeſt; to thoſe who have the largeſt Families; or to thoſe who have had Apprentices before; in the order in which they are here placed. Whenever men are recommended as proper to have Apprentices, their age and time of ſervice ſhall be ſtated, as well as the time they ſhall have loſt during the laſt two years, and whether by ſickneſs, or abſence, with or without leave, or otherwiſe.

Proportion of Apprentices to Shipwrights.

Appendix, N^os 47, & 83.

Rules for recommending Inſtructors.

18.

Shipwrights who ſhall have ſerved their Apprenticeſhip in one of Your Majeſty's Yards, ſhall not be recommended for the benefit of an Apprentice until they ſhall have been two years out of their time; and ſuch as ſhall not have been brought up in the Yard, ſhall not be recommended for Apprentices until they ſhall have ſerved five years in the Yard; but Shipwrights who have once voluntarily left the Yard, or have been diſcharged therefrom for miſconduct, although afterwards re-entered, ſhall be conſidered as having forfeited all claim to the indulgence of an Apprentice.

19.

Pro-quartermen and Overſeers to have Apprentices.

All pro-Quartermen, as well as the Perſons who ſhall be appointed to overſee the building of Your Majeſty's Ships in Merchants Yards, and who have no fixed Salaries, ſhall be allowed an Apprentice each.

Sub-quartermen to be aboliſhed.

Appendix, N° 47.

We are of opinion that no ſub-Quartermen ſhould in future be appointed, as it is found difficult to induce them to return to work at their tools, after having acted as ſuch.

20.

Reſtriction as to the entry of Apprentices.

No Apprentice ſhall be allowed to any Perſon having a yearly ſalary, or to any Artificer who may be on the liſt for ſuperannuation; nor ſhall the benefit of more than one Apprentice be allowed to any Perſon in the Yard.

21.

Number of Apprentices in each Gang.

The number of Apprentices to be employed in each Company or Gang of Shipwrights ſhould not exceed four or five; and when an Apprentice ſhall not be working in the ſame Gang in which his Inſtructor is employed, the Inſtructor ſhall be allowed to propoſe a Shipwright of good character to the Maſter Shipwright, to be entruſted with the care of him; and if the Shipwright ſhall be approved of, the Apprentice ſhall be placed under his direction, and the Quarterman of the Gang ſhall ſee that he be properly inſtructed; but, if the number of Apprentices ſhould exceed the number allotted for the ſeveral Companies in the Yard, they ſhall be employed in Gangs by themſelves, conſiſting of from fourteen to ſixteen, on building and repairing ſmall Veſſels, or on light works in the repairs of Ships, under the ſuperintendence of a properly qualified Quarterman, who ſhall be paid the fixed ſalary for a Quarterman employed in ſuperintending a Gang of Men,

How to be taught when not employed in the ſame Gangs with their Inſtructors.

Plan of Education propoſed for Apprentices.

Men, or they may be employed on any other works, by direction of the Maſter Shipwright.

22.

Strict attention to Duty required.

The Quartermen of the Gang in which Apprentices may be placed, as well as the Inſtructors, ſhall ſee that the Apprentices be kept ſtrictly to their Duty in the Yard; or in caſe of neglect, ſhall report the ſame to the Maſter Shipwright; and no Apprentice ſhall be employed on any private buſineſs, during the working hours of the Yard.

School at Chatham for the Education of Apprentices ſupported by the Voluntary Contribution of the Commiſſioner and Officers.

Appendix, N^os 7, 66, & 67.

THE Commiſſioner and the Officers in the Dock Yard at Chatham, finding many Boys entered under the new regulations "perfectly without any "Education whatever, and on that account, in their opinion unfit for the "buſineſs of a common Shipwright," formed the very laudable plan of eſtabliſhing an evening School for teaching thoſe Boys reading, writing, and the common rules of arithmetic.

The Teacher is a Shipwright, who receives no pay; but was informed that, if he ſhould conduct himſelf properly, he would be recommended as one who ſhould be allowed the benefit of an Apprentice.

The School is carried on under the ſuperintendence of the Maſter Workmen and Foremen, who take the trouble of that uſeful ſervice alternately, without any reward.

The time of teaching is after the working hours in Winter, and from ſix to eight in the evening in Summer.

It is in the option of the Boys to enter or not; but after entering the School, they are obliged to attend.

The School commenced with twenty Boys, fifteen of whom have left the School, being completed in reading, writing, and the knowledge of the four common rules of arithmetic; and eight Boys have ſince entered; but the Officers have of late, with great propriety, confined the entry of Apprentices to thoſe who can read and write, and underſtand the common rules of arithmetic; in conſequence of which regulation, the number of thoſe at School, of courſe, leſſens. The price of Books, and any other expence attending this uſeful inſtitution, has been defrayed by a ſubſcription from the Commiſſioner and Officers, and no charge whatever has been brought on Government.

This is the only example that has come within our knowledge, of any eſtabliſhment for the education of Apprentices. The Commiſſioner and Officers acted in it without any order or direction from the Admiralty or Navy Board, and ſolely with a view to the Public Service; and we think their conduct highly meritorious.

THE Plan of Education of Apprentices that we have recommended, in a preceding part of this Report, is confined to the ſuperior claſs of Apprentices, and, as it muſt be attended with conſiderable expence, we cannot recommend that it ſhould be carried on in every Dock Yard: we have therefore propoſed to confine it to that in which the Marine Academy is eſtabliſhed. But as we have alſo propoſed, that a door ſhould be opened for the admiſſion into that ſuperior claſs of young Men of talents in the inferior claſs, who may by ſtudy fit themſelves for it, and offer themſelves for Examination.

School for inferior Apprentices propoſed.

We think it right to recommend that one Perſon in each Yard, or more if neceſſary, capable of inſtructing the Apprentices who may require in it, reading, writing, and arithmetic, ſhall be ſelected by the Commiſſioner for that purpoſe, and ſhall be allowed £.20. or £.30. per annum each; the books,

books, ſtationary, &c. that may be neceſſary, ſhall be purchaſed at the diſcretion of the Commiſſioner, ſubject to the approbation of the Navy Board, and at the expence of Government. Inferior Claſs of Apprentices.

It may be expected that in two or three years, the Apprentices who have entered ſince the regulations in 1802, will have learned to read and write and the common rules of arithmetic; and if by that time any of the Apprentices in the inferior claſs ſhould have made progreſs in the other branches required for admiſſion into the ſuperior claſs, perhaps by a continuation of the ſame expence ſuch Boys might receive inſtruction in the French Language, which they muſt underſtand before they can be prepared for the Examination required.

The Shipwrights, who have ſerved as Apprentices of this inferior claſs, may recommend themſelves by their ſkill and good conduct to the ſituation of Quartermen, Sub-meaſurers, and even Maſter Meaſurers, to which the moſt deſerving ſhould always be appointed; this will ſerve as a ſtimulus to their exertion, and theſe appointments being numerous, with the advantages ariſing from having Apprentices on the more profitable plan now propoſed, will prevent any juſt ground of complaint on account of giving the ſuperior Offices to the Apprentices of the firſt claſs. Future encouragement to Apprentices of the inferior claſs.

We have not found in the proceedings of the Admiralty or Navy Board, nor in any one of the various Reports made on Naval ſubjects by different Commiſſioners, which have come under our reviſal, that any part of that want of order and method in buſineſs, that inaccuracy in Accounts, indiſtinctneſs in correſpondence, and miſapprehenſion of the orders of the ſuperior Board, which have been the ſubject of ſo much diſapprobation, has ever been imputed to the want of Education in the Officers in thoſe Yards; nor has any Plan been propoſed for their improvement. Want of education not before adverted to.

We have on that account thought it right to ſtate, as we have done at ſome length, the particulars of the Plan which, after full conſideration of the ſubject, we have felt it to be our duty to ſuggeſt for the remedy of thoſe evils.

In our Firſt Report we recommended, that, in the choice of the Commiſſioners of the Navy, no other circumſtance but that of their being the fitteſt that can be found for the execution of the various and important Duties they are to undertake, may be regarded; but we muſt now add, that this alone will not ſuffice, unleſs care alſo be taken to have fit inſtruments for carrying into effect the orders given by thoſe Commiſſioners: and we ſhall conclude this part of the Report with ſtating it to be our opinion, that, unleſs means ſhall be taken to introduce a better Education among thoſe who are afterwards to have the management of our Dock Yards entruſted to them, it is in vain to expect, under any regulations that can be eſtabliſhed, ſuch order, clearneſs, and accuracy, in the conduct of the Buſineſs, or ſuch excellence in the conſtruction of our Ships of War, as, under the care of Government, might be attained, and as the Country has therefore a right to expect.

PART V.

ON THE CONSTRUCTION OF SHIPS FOR THE ROYAL NAVY.

THIS ſubject naturally divides itſelf into two parts:—The plan or form of the conſtruction of Ships, comprehending all that falls within the Science or Theory of Naval Architecture, is the firſt part: the execution of the plans formed, or the Art of Shipbuilding, is the ſecond. Theory. Art.

On the Conſtruction of Ships for the Royal Navy.

The Theory of Naval Architecture has been carried farther by the French than by any other people; but they are ſaid to have ſuffered from keeping the Science totally ſeparate from the Art, or the practice of building. The actual Shipbuilder, among them, conſiders himſelf merely as being employed to execute the orders of the Perſon who formed the deſign; and is as inferior to him, as, in the conſtruction of great buildings on Land, the common Maſon or Bricklayer is to the Architect.

France.
Theory much ſtudied.
Theory and Art kept diſtinct.
Conſequence.

England.
Theory not much ſtudied.

In this country, too little attention has indeed been paid by men of ſcience to Naval Architecture, and unfortunately, what was given to it a few years ago rather ſeems to have been diſcontinued, without having yet been turned to much practical uſe.

Theory and art combined.
Conſequence.

But the Shipbuilders with us, however imperfectly educated, having been entruſted, not with the execution only of the plans of others, like thoſe in France, but with the forming of the deſigns alſo, their minds having been directed to that object, they have without much aid from ſcience acquired profeſſional ſkill as to the plans of Ships, and are better informed than the French Builders.

Effects of the prevailing practice in the two countries.

The natural conſequence of this difference in the prevailing practice in the two countries has been, that, though the French Ships are generally better planned than ours, they are not ſo well built.

Bad effects of the want of Theory in England.

But though the little mixture which our Builders have of Theory, acquired as we have deſcribed, has enabled them to build better, it has at the ſame time led to other effects that are hurtful.

Where we have built exactly after the form of the beſt of the French Ships that we have taken, thus adding our dexterity in building to their knowledge in theory, the Ships, it is generally allowed, have proved the beſt in our Navy: but, whenever our Builders have been ſo far miſled by their little attainments in the ſcience of Naval Architecture, as to depart from the model before them in any material degree, and attempt improvements, the true principles on which Ships ought to be conſtructed being imperfectly known to them, have been miſtaken or counteracted, and the alterations, according to the information given to us, have in many caſes done harm.

From the ſame cauſe there has been infinite variety in the alterations made, and in the forms which have been adopted. The alterations being founded on no certain principles, no ſimilarity in the form of the Ships could be expected, and they have the appearance of having been conſtructed on the chance that, in the multitude of trials made, ſome one might be found of ſuperior excellence.

While therefore our Rivals in Naval Power were employing men of the greateſt talents, and moſt extenſive acquirements to call in the aid of Science, for improving the conſtruction of Ships, we have contented ourſelves with groping on in the dark, in queſt of ſuch diſcoveries as chance might bring in our way.

Nothing certainly can be more ſurpriſing than that, in a Nation ſo enlightened as this is, and whoſe power, importance, and even ſafety, depend on its Naval ſuperiority, matters ſo eſſential to the preſervation of that ſuperiority ſhould ſo long have been neglected.

Remedy propoſed.
One Plan for all Ships of one claſs.

As a remedy for this great evil it has been propoſed, that the Ships of each claſs or rate ſhould be conſtructed, in every particular, according to the form of the beſt Ship in the ſame claſs in our Navy; of the ſame length, breadth, and depth, the Maſts of the ſame dimenſions, and placed in the ſame parts of the Ship, with the ſame form and ſize of the Sails.

It

On the Conſtruction of Ships for the Royal Navy.

Objection urged.

It has, on the other hand, been urged that the Eſtabliſhment of this regulation would ſhut the door againſt improvement, and that though thoſe Ships propoſed as models may be admitted to be the beſt now exiſting, it cannot be quite certain that better may not yet be diſcovered.

Refuted.

But though it is allowed that a better form of conſtruction than any yet known may poſſibly be diſcovered, ſo many bad conſequences are found to ariſe from this variety in the form of the Ships, as muſt, probably, far outweigh the benefit to be expected from the diſcoveries of Men poſſeſſed of ſo little ſcience as thoſe employed in the building of Ships unfortunately are, and the French (though from their ſuperior attention to the Theory of Naval Architecture, certainly more likely than we are to diſcover farther improvements in the conſtruction of Ships) have been ſo completely convinced of the diſadvantages ariſing from this variety, that they have from time to time aſcertained, by Ordinances, the forms on which the Ships of each claſs or rate muſt be conſtructed.

The laſt of theſe that we have ſeen is dated in 1786; and we believe the regulations then eſtabliſhed are ſtill in force.

Advantages of the propoſed plan.

Appendix, N^os 43, 45, 48, 64, & 65.

But the advantages which would ariſe from the introduction of ſimilar regulations in our Dock Yards are numerous and important, and are by no means confined to the better ſailing of Ships.

Will ſave Timber.

Whatever tends to prevent an unneceſſary conſumption of Timber muſt be of much greater conſequence, and deſerve more attention in this Country, than in France.

11th Report of the Commiſſioners of Land Revenue.

Appendix, N° 48.

It is known that this Country does not produce a quantity of Timber ſufficient to anſwer the demand for it; that the ſtock is gradually diminiſhing, while the conſumption increaſes; and that our Navy muſt ſoon depend on diſtant Countries for a conſiderable part of the ſupply. A ſaving in the freight and carriage muſt, therefore, be an important object; and with that view, the Timber ſhould be converted or cut into the proper forms where it grows; and this can be done with much more eaſe, accuracy, and œconomy of labour, if there ſhall be exact uniformity in the forms or Moulds to be given for the direction of thoſe employed in the converſion.

Will ſimplify the buſineſs.

Appendix, N^os 43, 45, 48, 64, & 65.

Introduce order.

Leſſen labour.

The eſtabliſhment of this regulation would alſo tend materially to ſimplify the buſineſs in the Dock Yards, to produce better order and arrangement in the management of the Stores, to prevent the waſte of Timber, and to leſſen Labour.

Saving of Timber and Labour.

Appendix, N^os 43, & 48.

As there is at preſent ſuch variety as we have deſcribed, in the forms of the Ships of every claſs, and as the plan of every new Ship depending on the will of the Surveyors, or of the Lords of the Admiralty, cannot be known to the Timber Maſter, he cannot proceed to convert the Logs for any particular purpoſe in a Ship on the firſt arrival of the Timber in the Dock Yard, nor till he has got Moulds made, according to the plan adopted.

Appendix, N^os 43, & 48.

The Timber, therefore, when landed, is conveyed by Teams to a part of the Dock Yard, where it is heaped up in great piles in its rough or ſided ſtate, from whence it muſt afterwards be brought back by Teams to the Timber Maſter, to have the Moulds applied to it, and be converted; and if a Log which ſeems to be the moſt eaſily convertible to the form deſired, happens to be at or near the bottom of the pile, there muſt neceſſarily be much difficulty and labour in getting it out, and it is not always found exactly to ſuit the purpoſe for which it was intended. It naturally becomes a matter of doubt, in ſuch caſes, whether to be at the expence of carrying the

On the Conſtruction of Ships for the Royal Navy.

the Log back to the pile, or to cut it, though at ſome waſte of Timber, to the form for which it is not perfectly ſuited, and in either way, the Public ſuffers; this expence and waſte of Timber would be avoided by the propoſed regulation.

Saving of the expence of Moulds and Drawings.

If all the Ships of the ſame rate were of the ſame dimenſions, all the parts of them would alſo be ſimilar, and a new and ſimple arrangement reſpecting Timber might be adopted. The Timber Maſter would have no occaſion to wait, as he muſt now do, till the plan of every particular Ship to be built is ſent to him by the Surveyor of the Navy, nor would he need, as at preſent, to have a ſet of Moulds made for every new Ship.

Appendix, N^os 43, 47, 48, & 65.

The trouble and expence of making Drawings and Moulds for every new Ship, which are ſtated to us by one of the Surveyors of the Navy to be very great, would then be ſaved.

Appendix, N° 47.

The Drawings conſiſt of the Sheer Draught, the Profile Draught, the plans of the Decks, the diſpoſition of the Frame, and the ſcheme of Scantlings. To make theſe drawings for a firſt-rate generally occupied one Man about two months, beſides the time and attention beſtowed by the Surveyors themſelves; and when Ships are ordered, with certain alterations, to be built by the Draughts of others already in the Service, it frequently happens that the trouble of making theſe alterations is as great as forming new Draughts.

In order to make the Moulds, it is neceſſary "to lay off the Ship," as it is technically termed; that is, to mark off from the Drawings ſent from the Navy Board, the plan of the Ship on the floor of the Mould-loft in the Dock Yard, of the full ſize of the Ship; and this, together with the making of the Moulds, is ſtated generally to occupy about ſix Apprentices and two Joiners, ſix or ſeven weeks.

A ſet of Moulds to be in each Dock Yard

We propoſe, on the adoption of this regulation, that there ſhall be in each Dock Yard a ſet of Moulds for the Timbers of a Ship of each claſs. That as ſoon as the Timber is landed, each Log ſhall be converted by the Timber Maſter to the particular form for which it is beſt ſuited, by which the firſt carriage by teams to and from the piles will be ſaved. That the different parts when converted, ſhall be ſtowed under cover, but with a proper circulation of air. That they ſhall be arranged and regiſtered in ſuch order, that the Timber Maſter may be able, from his regiſter, to direct in what particular place any piece wanted for any part of a Ship may be found, with an abſolute certainty that it muſt ſuit the purpoſe for which it is wanted. That from the Regiſter to be thus kept in each Yard, a Table ſhall be ſent monthly to the Navy Board, ſtating in columns the number and kind of pieces formed, the number uſed ſince the laſt ſtatement, and the number remaining of each kind, and for each claſs of ſhips. That in the Navy Office, theſe Tables or Statements ſhall be brought into a general Statement, ſo made out as to ſhew, at one view, the number of pieces of every deſcription in each Yard, and the whole in all the Yards; and if it ſhall appear from thoſe Statements that there is too great a quantity of any kind in one Dock Yard, and too little in another, it will be eaſy to have a part ſent from the one to the other, ſo as to make the aſſortments ſuit the demand.

Timber propoſed to be converted on receipt.

Appendix, N^os 43, & 48.

Arranged and regiſtered.

Appendix, N° 43.

Appendix, N° 43.

This will give far more certain and ſatisfactory information than can be had under the preſent ſyſtem.

The number of loads of Timber remaining unuſed in the Dock Yards, can, no doubt, now be given; but how much of that Timber may be defective, or how many Ships may be built from that quantity, cannot poſſibly be aſcertained before it is converted: whereas from the regiſter and claſſing

of

of the converted Timber that we have propoſed, the Admiralty and Navy Boards will be able at any time to know the preciſe number of each claſs of Ships which they have materials for building in the Royal Dock Yards. On the Conſtruction of Ships for the Royal Navy.

The defects in Timber increaſe very much when long kept without being converted, and this would be altogether ſaved by the propoſed converſion on the firſt arrival of the Timber into the Dock Yard; a ſaving of more conſequence than is generally known. Advantage of immediate converſion. Appendix, N^os 43 & 48.

In the evidence given by Mr. Snodgraſs * before the Commiſſioners of the Land Revenue, he ſtates that, of Timber kept three years in its rough ſtate, in the manner practiſed in the King's Dock Yards, one third part, or more, will probably be rendered unfit for Shipbuilding; and he adds as his opinion, that Timber ſhould be converted as ſoon as received into the Yards, and then ſhould ſtand to ſeaſon under a cover, but with a free admiſſion of air. * Appendix to 11th Report of the Commiſſioners of the Land Revenue, N° 29. Saving of one-third.

We are aware that there are differences of opinion on this ſubject, and that ſome perſons recommend that Timber ſhould be kept a long time in its rough ſtate to ſeaſon; but the weight of opinion appears to us to be in favour of what we have now recommended. Appendix, N° 44.

The Timber converted, and ſtored, in the manner propoſed, will in ſix months be well ſeaſoned; and ſuppoſing Ships to ſtand, one with another, eighteen months in the ſlips, a year may be ſufficient after that ſeaſoning; and conſequently as many Ships may be built in four ſlips as have hitherto been built in ſix. Six Ships inſtead of four may be built in the ſame time in four ſlips.

But the ſaving would not be confined to the new Timber brought into the Dock Yards, or to Timber when firſt uſed in the conſtruction of Ships, it would have great effect alſo in preventing waſte in the Beams and Timbers of Ships broken up. We cannot deſcribe the diſadvantages of the preſent practice, or the benefit which would ariſe from the plan we have propoſed, better than by giving an extract from the Anſwers to our Enquiries on this ſubject from Mr. Whidbey, a very intelligent Officer in the Dock Yard at Woolwich :— Appendix, N° 43. Additional advantages, When Ships are broken up. Appendix, N° 64.

" All the ſerviceable Beams and Timbers of a Ship worn out, and broken " up, could immediately be put into another Ship of the ſame claſs, inſtead " of laying rotting about the Yards (which is now the caſe) for want of an " opportunity of applying them, having no Ship of the ſame draught to put " them into." When Ships are repairing.

Another advantage would ariſe from having at all times a ſtore of converted Timber, well ſeaſoned. When any piece in a Ship under repair ſhould be found defective, its place may be ſupplied with another well ſeaſoned piece, inſtead of being ſupplied, as is often the caſe at preſent, with green Timber, which ſpeedily decays.

Among the various means of ſaving Timber which have been ſuggeſted to us, it may not be improper to notice that very intelligent Naval Officers have adviſed us to recommend, that Ships of the ſecond claſs or rate ſhould be built without Poops, which not only create an increaſe of expence and a waſte of Timber, but make the Ships crank, and carry their Ports too low in the water. This they ſtate would add to the ſtability of the Ships, and perhaps make them preferable to Ships of 80 guns on two decks. We however mention theſe opinions only for the conſideration of the Committee which will be hereinafter propoſed to be appointed; confining ourſelves to the general regulation of taking as a model the beſt Ship of each claſs. The Committee, if they approve of it, may adviſe that Poops ſhall be diſcontinued. Second Rates ſhould be built without Poops.

On the Conſtruction of Ships for the Royal Navy.

Saving of Stores at Home.

Appendix, N° 45.

In the Maſts, Yards, and Sails, Rigging, Anchors, Guns, Boats, and indeed in every ſpecies of Stores, there will be the ſame uniformity, and that will be attended with many advantages; the deſcription in the contracts for theſe articles will be more ſimple; the examination of the work, when completed, more eaſy; and the arrangement in the Stores, and the regiſter of them, more clear, and leſs liable to error or confuſion.

And abroad.

The Stores ſent to the Weſt Indies, or other diſtant parts, are often found not to ſuit the Ships which apply for them. Ships damaged in a ſtorm, or in action, cannot receive ſupplies from others of the ſame rate or claſs, their conſtruction being different; nor can it be ſuppoſed that there will be the ſame uniformity in the rate of ſailing or ſteering of Ships very differently conſtructed, that might be expected if they were of the ſame form.

Mr. Whidbey.

In the Anſwers from the Officer before referred to, he obſerves, in reſpect of Foreign Service, that, "having ſo many claſſes of Ships, it "muſt be found very inconvenient to ſtore them, and ſtill more ſo to "provide ſtores for them from this country, that will be applicable to the "thing intended when they arrive at the deſtined Port. For, when "ſtores have been ſent out to ſupply particular Ships that were in want "of them, it is often found on their arrival that the Ships for which they "were ſent have been ſupplied by altering, at a very great expence, ſtores "belonging to another claſs; and thoſe ſtores which have juſt arrived muſt "alſo be altered to ſerve another claſs of Ships then in want of them; for "Ships cannot remain in port, if ſtores can by any means be obtained by "altering, converting, or otherways, a proceſs that muſt always be attended "with great labour, expence, and delay, which would not be the caſe if "our Ships of war were regularly claſſed, ſo that every article of every "deſcription belonging to one Ship would anſwer for every Ship of the "ſame claſs. Another great advantage that would be obtained by adopting "this Plan, is, that Ships would be enabled to ſupply each other at ſea "with ſtores that could immediately be brought to uſe, without the expence "and delay of altering them.

"The expence in the article of ſails by altering, muſt, in different parts "of the world, be enormous."

And, to the queſtions as to the effect on the arrangement of Stores in the Dock Yards, the ſame Officer ſtates as follows:

Better arrangement of Stores.

"With reſpect to a more ſimple arrangement of ſtores, in my opinion a "great ſaving would follow on that account; for there would not be occaſion "to lay apart *ſo many periſhable ſtores in time of Peace* as is now done; and "thoſe periſhable ſtores which would be laid apart, might be ſooner ex-"pended by ſerving them in turn to Ships in Commiſſion, of the claſs they "are intended for.

"Miſtakes would be leſs liable to happen by a ſmaller number of claſſes "than there are at this time, and the chance would be conſiderably leſs "than it is now of one Ship's ſtores being mixed with thoſe of another, "which I believe has often been the caſe to the detriment of the Service; for "it is not every Perſon that can diſtinguiſh what claſs of Ships every "article of ſtore belongs to if the mark or tally ſhall be loſt, and therefore "miſtakes of this deſcription muſt happen, which would not be the caſe if a "regulation as propoſed in your Letter were adopted, and on that account, "a more ſimple arrangement of ſtores in the Dock Yards would be "produced."

After giving this ſubject the fulleſt conſideration in our power, and after conſulting many Naval Officers as well as Officers, in the Dock Yards, from whom

whom it ſeemed moſt likely that we ſhould obtain uſeful information, we are clearly of opinion that the eſtabliſhment of regulations ſimilar to thoſe in France, by which all the Ships of one claſs are conſtructed according to one form or model, would be attended with a ſaving of time, of Timber, of Maſts, Sails, and Stores of every kind, that would far exceed any value at which, without an appearance of extravagant exaggeration, it could at preſent be eſtimated; it would tend alſo to ſimplify the buſineſs, and to promote order in the Dock Yards.

On the Conſtruction of Ships for the Royal Navy.

Recapitulation of advantages.

We therefore recommend that a Committee ſhall be formed of Naval Officers of experience and intelligence, conſiſting of five Members, by whom the Ships of War of all kinds to be built for our Navy ſhall be divided into ſuch a number of claſſes or rates as they ſhall think the moſt expedient.

Rules for carrying the propoſal into effect.

That a Liſt ſhall be made out by them, of five Ships of each claſs, which in the opinion of the Committee, are the beſt of the rate or claſs to which they belong.

That thoſe Liſts ſhall be tranſmitted to the Navy Board, with ſuch obſervations or reaſons for preferring the Ships in the Liſt as the Committee, or any of the Members of the Committee, ſhall chooſe to ſend with them.

That the Navy Board ſhall lay thoſe Liſts before the Board of Admiralty, with their opinion as to the Ships therein named, ſtating which they prefer, with their reaſons for that preference.

That the Board of Admiralty ſhall, upon the whole evidence before them, ſtate what Ship of each claſs ſhould in their opinion be the model according to which every Ship of that claſs or rate ſhould be built, which ſhall be laid before the Privy Council; and the order which ſhall be made thereon ſhall be the rule followed in building Ships of War until a new order, after a ſimilar examination of a Committee appointed for that purpoſe by the Lords of the Admiralty, with ſimilar proceedings at the Navy Board, Admiralty, and Privy Council, authorizing any alteration, ſhall be iſſued.

PART VI.

SCHEME OF TASK.

Scheme of Taſk.

Taſk is, in the building of Ships in the Dock Yards, the term uſed for what is, in works carried on by private Perſons, called Piece-work; and in the repairing of Ships another term, namely, Job, is uſed for the ſame meaning.

Definition of the terms Taſk and Job.

Taſk.

We ſhall conſider in the firſt place, the ſcheme of Taſk-work, and then that of Job, and ſhall ſuggeſt what occurs to us as proper regulations reſpecting each of them.

Pages 17, 18, & 19.

Account given by the Commiſſioners of Naval Enquiry.

Defects not fully explained.

No remedy propoſed.

In the ſixth Report of the Commiſſioners of Naval Enquiry, a very full and diſtinct account is given of the proceedings at the Admiralty, Navy Board, and Dock Yards, which began in 1775, and ended in the eſtabliſhment of this plan of Taſk-work in 1788, and which has been continued to the preſent time: but we have not found in that, or in any other Report, any complete explanation of the defects in that plan, nor any means ſuggeſted for the remedy of thoſe defects, nor has any other plan been offered.

* 6th Report, p. 19.

Only one defect noticed by the Commiſſioners of Naval Enquiry.

It is indeed obſerved, that * "a farther reviſion of the Taſk Scheme is "neceſſary; the prices for building large Ships being fixed too high, and "for

Scheme of Task. "for small Ships too low; and that, consequently, the men's earnings are "very disproportionate."

But though this is, no doubt, one of the defects in the scheme, it is by no means the only one, and there are others of equal importance.

Present Scheme of Task-work. Appendix, N^os 103, to 109.

By the present scheme of Task, a certain sum of Money is allowed to the Shipwrights for their labour in building a Ship of each class of a specified Tonnage, amounting to a fixed price per Ton; viz.

GUNS.	TONS.	Sum allowed.			Rate per Ton.		
		£.	s.	d.	£.	s.	d.
100.	2,164	6,615	0	0	3	1	0
90.	1,931	5,916	11	0	3	1	0
80.	1,615	4,942	12	0	3	1	0
74.	1,620	4,374	0	0	2	14	0
64.	1,369	3,696	6	0	2	14	0
60.	1,285	3,405	5	0	2	13	0
50.	1,044	2,714	8	0	2	12	0
44 and 38.	879	2,153	11	0	2	9	0
32.	678	1,627	4	0	2	8	0
28.	594	1,410	15	0	2	7	6
20.	429	1,008	3	0	2	7	0
Sloops.	300	682	10	0	2	5	6

The works in each Ship are divided into twenty-five parts or articles, for each of which a certain sum is allowed; the whole of them amounting to the total sum to be paid for building the Ship.

Appendix, N^os 16, 19, 21, 27, 28, 29, & 31.

When a Ship is built, whose tonnage is more or less than that specified in the scheme for a Ship of the same class, the sum to be allowed for building her is calculated according to the price per ton in the scheme; for instance, the sum mentioned in the scheme for building a Ship of 100 guns, of 2,164 tons, is £.6,615. (being £.3. 1s. per ton) of which the sum of £.336. 4s. is the price to be paid for the first article.

If a Ship of the same rate, but of 2,400 tons instead of one of 2,164 tons, were to be built, the total expence of building her, calculated at £.3. 1s. per ton, will be £.7,320.; and as £.6,615. the sum allowed by the scheme for building a Ship of 2,164 tons, gives £.336. 4s. for the first article of that Ship, the sum of £.7,320, allowed for building the Ship of 2,400 tons, will give £.372. 0. 5½ for the first article of that Ship; being £.35. 16. 5½ more than is paid for the first article of a Ship of 2,164 tons; and by the same rule, the prices of all the other articles of the Task Scheme are ascertained, preserving the proportion to the whole sum, but still varying with the tonnage.

It

Scheme of Taſk.

It was intended that the twenty-five articles into which this ſcheme is divided ſhould comprehend all that was neceſſary to put a Ship into what is called a ſtate of Ordinary; but the opinion of what ſhould be done in preparation for that ſtate having altered of late years, more is now included in that deſcription than formerly; and the Taſk Scheme does not include all that is now deemed neceſſary to be done to put a Ship into a ſtate of ordinary.

Appendix, N°107.

Not ſufficiently comprehenſive.

Appendix, N°s 16, 19, 30, 42, 43, 45, & 50.

Diviſion of Shipwrights and Apprentices into Gangs.

The Shipwrights are divided into Companies called Gangs, conſiſting commonly of fifteen working Shipwrights, four Apprentices, and one inferior Officer, called a Quarterman, who does not work, but who ſuperintends the reſt; and by thoſe Gangs, the execution of the different articles is undertaken at the prices in the Taſk Scheme.

Appendix, N°s 16, 21, 27, 28, & 47.

No alterations neceſſary.

This is found, by experience, to be as great a number as one Perſon can ſufficiently attend to, and as great a proportion of Apprentices as can, with advantage, be mixed with the Men. On this formation of thoſe Gangs, we have, therefore, propoſed no alteration.

Appendix, N° 47.

Five defects in the preſent Taſk ſcheme.

It appears to us that there are five great defects in the plan or ſcheme of Taſk-work which we have now deſcribed.

1ſt. It does not comprehend all that is neceſſary to put a Ship into a ſtate of ordinary. A conſiderable part, if not the whole of this defect is, no doubt, to be imputed to the additions made to what was thought to be neceſſary to put a Ship into a ſtate of ordinary when the Taſk Scheme was formed.

In conſequence of executing by days work the part not included in the Taſk Scheme, great uncertainty has ariſen concerning the real expence of building; and the object of the Taſk Scheme, which was to aſcertain that expence, as well as to excite exertion, has in part been defeated.

The ſecond error is, that pointed out by the Commiſſioners of Naval Enquiry, the prices for building large Ships being fixed too high, and for ſmall Ships too low.

6th Report, p. 19.

The third is the irregularity in the prices allowed for the ſeparate parts of each Ship, on ſome of which men can earn twice as high wages as they can on others. This has ariſen from miſtakes in the firſt eſtimate of the labour, or number of days which would be neceſſarily employed in the execution of the different articles.

Appendix, N°s 16, 19, 21, 27, 28, & 31.

The fourth great defect is, in making the price of building depend on the tonnage of the Ship; in conſequence of which ill choſen baſis, great confuſion and inequality are occaſioned, for an addition to the breadth of a Ship greatly increaſes the tonnage, though that addition makes hardly any increaſe of labour, and alters the price to be paid for every one of the twenty-five articles, without altering the labour or expence in any of them in any perceptible degree.

Appendix, N°s 16, 19, 20, 29, 45, & 64.

Appendix, N°s 16, 20, 21, 28, & 29.

It is computed, for example, that the addition of three feet to the breadth of a Ship of one hundred and ninety-ſix feet in length, makes ſuch a difference in the tonnage as to occaſion an increaſe to the allowance for labour of £.900. according to the Taſk ſcheme, but that the actual value of the Labour, in conſequence of that addition, does not exceed £.30.

Appendix, N° 45.

The fifth great defect is, a value being put upon the whole of the article, but not on the minute parts of which it is compoſed; it muſt often happen, when a Gang is called off before an article is completed, and another Gang is employed to finiſh it, that difficulties will occur in aſcertaining the proper ſum to be allowed, and injuſtice will ſometimes be done to the Workmen.

Appendix, N° 19.

Scheme of Task.

Defects not before understood.

Varieties in the different Yards.

These defects in this Scheme of Task do not, indeed, seem to us ever to have been perfectly understood, nor have the directions given for carrying them into execution been interpreted in the same manner, in the different Dock Yards. In answer to our enquiries on this subject, our returns are as follows:

Appendix, N° 73.

In Woolwich Yard, the earnings have been divided among the whole of the Task Gangs in the Yard.

Appendix, N^os 42, 74, & 79.

In Deptford, Chatham, and Plymouth Yards, they have been divided among the whole of the Shipwrights employed in building the Ship on which they wrought.

Appendix, N° 77,

In Portsmouth Yard only, they have been divided among the Shipwrights employed on each article of each Ship, in conformity with what is proposed in the Task Scheme.

Bad effects of those varieties.

Instead therefore of attempting to pay the Shipwrights according to the value of what they have executed, which seems to have been intended by the persons by whom the Task Scheme was formed, the means which have been taken of dividing equally among a great number the whole price paid for the work done, effectually prevents the most skilful, able, and industrious, from receiving more than the most indolent and incapable of those employed in the Task Gangs.

In the investigation of this subject, and in the course of our endeavours to form some better system, we have examined and consulted, not only the most intelligent Officers in the Dock Yards, but such other Persons as, by having many people in their employment, were the most likely to be able to give us useful information and advice.

Piece-work preferred to work by daily pay.

We have found the opinion general, that it is more beneficial to pay for labour by what is called Task or Piece-work, than by daily wages.

Appendix, N° 42.

Mr. Rennie's opinion.

Mr. Rennie, a very intelligent Civil Engineer, estimates the difference of the quantity of work done by equal numbers of men in a given time, in those different ways of paying for labour, at fifty per-cent. An ordinary working man, he says, in answer to our question on that subject, should earn 1 ½ days pay by piece; a good workman should get more; and this opinion is supported by those of many of the best informed Officers in the Dock Yards, and other skilful Persons who have been examined: but not one of them has been able to suggest any plan, practicable in the Dock Yards, that will have the effect of giving to each individual separately, the exact value of his own labour.

Confirmed.

Appendix, N^os 44, & 45.

In Shipbuilding, the exact value of each individual's labour cannot be ascertained.

Appendix, N^os 16, & 47.

It is certain that a Ship could not be advantageously built by a number of individuals, so unconnected with each other, that each Shipwright might get payment precisely for the work done by himself. There are many parts of the business of a Shipwright in which several must join in the execution; and the difficulties that would be found in ascertaining the exact share performed by each individual, where this mutual assistance is given, render a plan of that kind perhaps impracticable.

It has therefore been found necessary to divide the body of the Ship into considerable portions, each of them including parts in which men must join in the execution, and to have the construction of those several parts undertaken by such Companies as have been described; and in thus carrying on the work of Shipbuilding by Gangs, it is difficult, perhaps it is impracticable, to give to each individual the exact value of his own labour; and a part of that best encouragement to exertion is consequently lost.

Good effects of competition in private concerns.

Extensive works are indeed often executed for private Persons in the same manner by Companies; but there another principle comes, in some degree,

to

to make up for the want of the full encouragement to individual exertion; and that is, a free competition, by which the price of labour is brought to its fair value, and works are undertaken at rates probably as low as they can be, to afford comfortable ſubſiſtence to the Labourers. Scheme of Taſk.

In the Dock Yards, unfortunately, the ſame remedy for the abatement of that encouragement to exertion cannot be had. There cannot be an abſolutely free competition; and it muſt be difficult to introduce any competition, eſpecially during War, when there is a demand for more Shipwrights than can be found. Difficult to eſtabliſh competition in the Dock Yards.

The Taſk Scheme was an attempt, very properly made, to aſcertain the fair price that ſhould be paid for the conſtruction of the different parts of a Ship, by aſcertaining the time which the performance of the work muſt require. The introduction of the Taſk Scheme approved.

It could not be reaſonably expected that the Eſtimate firſt made would be free from errors; but after having been tried by the teſts of time and experience, they do not ſeem to be greater or more numerous than were to be looked for; and the ſcheme itſelf, and the obſervations made in the Papers of the Navy Board, which are connected with it, do credit to the abilities of the Perſons by whom they were drawn or formed. Defects not more numerous than might have been expected. Appendix, N^os 19, & 27. Appendix, from N^os 103, to 109.

It is to be hoped that the Officers in the Dock Yards, who have ſhared in the execution of that plan, and in the ſuperintendence of it for eighteen years, will be able now to point out clearly what has been the extent of the miſtakes then made in computing the number of days of one man, or in other words, the quantity of labour that ſhould be allowed for each article, and that a more correct Eſtimate may now be prepared. Superior advantages now in forming a Taſk Scheme.

If the real quantity or value of the labour can be aſcertained, and a correct Taſk Scheme can be made out, ſo as to guard againſt irregularity in the Eſtimates of the different articles, or the Payment of more than the fair value of the work performed, Government, or the Public, will then ſtand on nearly as good ground as a private Perſon; and whether the Companies called Taſk Gangs, who undertake the execution at that certain fixed price, ſhall divide that price in juſt proportion to the value of the work of the individuals in thoſe Gangs or not, will be a matter intereſting to the undertakers, but not equally ſo to the Public; and as moſt of the Officers in the Department of Ship-building in all the Yards have themſelves, during a part of their lives, been employed in actual manual labour in that buſineſs, and have earned their ſupport by their own exertions, it cannot well be ſuppoſed that they are not able to aſcertain the time that will be required to perform any part of the work in the conſtruction of a Ship; more eſpecially when it is conſidered that, during the reſt of their lives, they have been engaged in ſuperintending and directing others in the ſame employment.

It is indeed true, that at the firſt formation of the Taſk Scheme, the Shipwright Officers, when called upon to eſtimate the number of days that muſt be employed in the execution of the work in each of the twenty-five articles, differed very much in the returns which they made, ſome reckoning twice as many days work as are ſtated by others for the ſame article: but the Perſons who ſhall now be called upon to judge of this matter have many advantages, which thoſe who formed that ſcheme did not poſſeſs. Before that time, the body of the Ship had not been divided into diſtinct parts, valued ſeparately, as was done by that ſcheme, and men having been employed on the Ship generally, their attention had not been ſo particularly drawn to the time that muſt be beſtowed on the ſeveral parts as it has ſince been: beſides, thoſe ſeparate parts having been unequally eſtimated, many complaints Appendix, N^o 108. Appendix, N^os 45, & 49.

Scheme of Taſk.

complaints have been made by the Shipwrights, which the Officers have been called upon to judge of; and, in order to leſſen the inconvenience and injuſtice occaſioned by thoſe inequalities, the Officers in the Dock Yards have been in the practice of claſſing different parts or articles together, joining thoſe that are rated the loweſt with thoſe which yield the moſt advantage, and attempting in this way to give a fair average return for the labour of thoſe employed. It is obvious, that though this might ſtill leave room for partiality, and is on that account objectionable, yet it muſt have placed the matter in ſuch a diſtinct view before the Officers as cannot fail, after ſo many years experience, to enable them to eſtimate the neceſſary labour with much greater accuracy than could before have been done.

Appendix, N^os 19, 28, 47, & 49.

New Syſtem of Taſk-work propoſed on new principles.

We therefore propoſe that a new Taſk Scheme, on different principles from that in preſent uſe, ſhall be formed by a Committee of profeſſional men, conſiſting of five Perſons, to be choſen from the moſt intelligent of the Officers in the Dock Yards, who have themſelves during ſome part of their time been employed in the execution of Taſk-work, and have ſince had the ſuperintendence of Taſk Gangs.

Rules for forming a new Taſk Scheme.

That 4*s.* 2*d.* (being the pay which for many years paſt has been allowed the Shipwrights under the denomination of Double days pay) ſhall be conſidered the day's pay of a Shipwright during the common working hours in Summer, and 3*s.* 2*d.* in Winter, beſides 6*d.* per day Chip-money; and that 5*d.* per hour be allowed for extra time. As we have no doubt that Mr. Rennie and thoſe other Perſons are right, who have ſaid that men work by piece in the proportion of three to two, when compared with what they do on days pay, if the rate of pay of 4*s.* 2*d.* per day ſhall be kept in view in forming the Scheme of Taſk, the total wages, including Chip-money, will be 6*s.* 9*d.* per day in Summer, and about 5*s.* 2*d.* in Winter, on an average, for the men employed in thoſe Gangs; very good men getting more, and inferior men ſomething leſs than thoſe rates.

Appendix, N° 114.

That the whole of the labour of conſtructing a Ship, for a ſtate in ordinary, ſhall be eſtimated and brought within the Taſk Scheme.

That it ſhall be divided into ſuch parts or articles, and into ſuch number of them, as the Committee ſhall deem proper.

That the ſcheme ſhall not only give the price to be paid for the whole of each article, but ſhall contain the eſtimated value of the labour, on the minute parts of which the article is compoſed.

That the price ſhall not vary with the tonnage of the Ship.

That if the preſent practice of building Ships according to any plan that may be propoſed by the Surveyors, or by the Board of Admiralty, ſhall be continued, the price ſhall be regulated by the length of the Ship; that being found to be a more correct rule than the breadth, depth, or tonnage.

That if the plan of building according to the model of the beſt Ship of each claſs in our Navy, as we have now propoſed, ſhall be adopted, there will be no occaſion for any reference to the length, breadth, or depth of the Ship, and the ſcheme will be ſimple, fixing the whole price of the Ship, and the price alſo of each article, and of the minute parts of which it is compoſed.

Appendix, N° 111.

Appendix, N^os 35, & 63.

That the ſcheme formed under our direction by Mr. Parkin,* Aſſiſtant at Sheerneſs, and that formed by the Shipwright Officers at Plymouth, both of which ſeem to us to have great merit, with every other propoſal that we have received, or may come to us, ſhall be ſent to the moſt intelligent

* Since appointed a Maſter Shipwright.

Officers

Officers in every Yard, and to the beſt informed private Builders, who ſhall be ſolicited to make their obſervations on every part; and that the whole ſhall be laid before the Committee, by which the ſcheme is finally to be prepared. Scheme of Taſk

That the ſcheme, when prepared, ſhall be delivered by the Committee to the Navy Board, and if the members of the Committee ſhall have differed in their opinions on any of the articles, each ſhall give his reaſons in writing, which they ſhall enter on their minutes, and tranſmit the whole to the Navy Board, with the ſcheme.

That the ſcheme ſhall by that Board be carefully and attentively conſidered, and ſuch farther examination ſhall take place on the part of the Commiſſioners as they may think neceſſary. It ſhall then be tranſmitted to the Admiralty, with the Report of the Committee, and the remarks and opinion of the Navy Board; at the Admiralty it ſhall again come under review, and ſuch farther examination as may be deſired by that Board ſhall take place.

The ſcheme ſhall then, with ſuch alterations as may be made at the Admiralty, be finally ſettled.

As it muſt be admitted that no practicable plan can be formed for carrying on the buſineſs of Shipbuilding, by which each individual Shipwright can receive ſeparately the exact value of his own labour, it becomes deſirable to eſtabliſh ſuch regulations as will hold out to thoſe who muſt be employed in Gangs, ſomething as near as poſſible to that which is, no doubt, the beſt encouragement to exertion.

With this view it has been propoſed to alter the mode of claſſing into Companies, or, in the language of the Dock Yards, "ſhoaling the Shipwrights," and that, inſtead of being ſhoaled or claſſed as they have hitherto been by the Quartermen, they ſhould be allowed to ſhoal themſelves; or, in other words, to chooſe their own Partners. It is obvious that if all the fifteen men in a Gang were perfectly equal in ability and exertion, the payment in one ſum for the work done by the whole Gang, or the ſeparate payment to each individual of his portion of it, if that were practicable, muſt end in the ſame thing; each man in either way would receive the exact value of his own earnings, and no more. Claſſing or ſhoaling the Shipwrights. Propoſed alteration.

It is not, however, pretended by thoſe who propoſe this plan, that this equality can be aſcertained with perfect accuracy; but it is ſuppoſed, that the men who have long been engaged in working together in the ſame kind of employment muſt be able, with tolerable accuracy, to appreciate the labour of each other; and that if they were allowed to chooſe their Partners, none of them could ſuffer materially by an equal diviſion of the ſum paid for the article which they had jointly undertaken to execute: and that having themſelves that opinion of their equality, they would be ſtimulated to exertion nearly as much as if each wrought ſeparately for himſelf. It is alledged, in objection to the preſent practice of ſhoaling by the Quartermen, that the Quartermen cannot judge of the comparative abilities of the Shipwrights ſo well as they can themſelves, even if it were the object to claſs them equally; but that is not attempted. The wiſh is to have a mixture of the beſt men, the middling and the inferior, in each Gang, ſtill dividing the ſum earned equally among them, and aiming at making the Gangs nearly equal in ſtrength to one another, but not aiming at an equality among individuals in the ſame Gang; and it cannot, they ſay, be believed that the beſt men would be ſatisfied with the ſame rate of pay that is given to the worſt, if there were not ſome concealed way in which the loſs is made up. That this ſuppoſed ſecret mode of ſatisfying them accounts for the exceſs in the coſt of Ships, over the prices in the Taſk Scheme; and Arguments in its favour. Appendix, N° 86, & 96.

Scheme of Taſk.

that the ſyſtem of giving as much avowedly to the indolent, as to the induſtrious, damps or deſtroys exertion.

Appendix, N^os from 84, to 102.

The plan of allowing the Shipwrights to ſhoal themſelves ſeems to have been firſt propoſed by Mr. T. Tucker, the Maſter Shipwright at Plymouth from whom, as well as his Brother Mr. B. Tucker, ſeveral very well drawn Papers on this ſubject have been under our reviſal.

Arguments againſt it.

Appendix, from N^os 84, to 102.

In anſwer to the arguments uſed in ſupport of this plan, the Surveyors of the Navy, and a great majority of the Dock Yard Officers, in ſupport of the long eſtabliſhed ſyſtem, inſiſt that no ſuch concealed mode of ſatisfying the beſt of the Shipwrights exiſts, but that the men, from long habits of connection with one another, are ſatisfied with the equality of diviſion, though their abilities are unequal: that the inferior, if ſeparated, will not have the example of the good for their improvement.

That if the beſt men were put by themſelves, the indifferent workmen would do ſo much leſs, when ſeparated from thoſe whoſe example ſerve as a ſtimulus, that leſs work would be done on the whole.

That when good men are mixed with the inferior, they check and prevent inſufficient work.

That the Quartermen can judge better of the comparative abilities of the men than the men can themſelves; and that allowing them to ſhoal themſelves would leſſen ſubordination.

That at preſent, when any man is complained of he is immediately removed from the Gang, and one of the beſt, not employed on taſk, is put in his place.

That if the men ſhall be allowed to ſhoal themſelves, there will be endleſs animoſity, jealouſy, and faction, whereas at preſent they are ſatisfied; and they aſſert, that if the Officers are allowed to continue to ſhoal the men, there will be as much emulation between the Gangs as there would be if they were allowed to ſhoal themſelves.

Plans for encouragement to exertion.

Appendix, N° 91. Mr. Peake.

Commiſſioners of Naval Enquiry, p. 132.

It is however admitted, that it would be deſirable to pay the men according to the work they execute, if that could be done; and different plans have been propoſed for leſſening the injuſtice done to the beſt men. The Maſter Shipwright * at Deptford propoſes that they ſhould be divided into four claſſes, at different rates of wages; and the Commiſſioners of Naval Enquiry, in their 6th Report, thus expreſs themſelves: "In order to "eſtabliſh a ſtimulus to the individual exertions of the Workmen, and that "due encouragement may be given to the diligent and ſkilful, we recommend that the Shipwrights be divided into three claſſes, according to "their ſeveral abilities, with ſuch difference in their rates of pay as may "create an excitement to emulation and exertion."

We concur with thoſe Commiſſioners in thinking this diviſion into claſſes, at different rates of pay, adviſable where men are to be paid by days wages; and we think it would be an amendment of the preſent mode of paying for work by Taſk or Piece, to have the earnings divided in different proportions among the claſſes propoſed by them, according to the value put on their labour in claſſing them. But it is ſaid, that theſe diſtinctions of claſſes and pay would be much objected to in the Dock Yards.

Reaſons for poſtponing any great change.

Trial of Mr. Tucker's plan recommended at a favourable opportunity.

It may, therefore, perhaps be better to poſtpone any great change of this kind till there is leſs preſſure of buſineſs. Whenever that ſhall be the caſe, we own we are inclined to recommend that trial ſhould be made in ſome

* Since appointed one of the Surveyors of the Navy.

one

one of the Yards, of the plan before described, of allowing the Shipwrights to shoal themselves or choose their Partners. We think it by far the most simple mode, and as the Gangs in working in that way would receive payment exactly according to the work performed, and the men would, in their own opinion, be classed equally in point of abilities—it comes much nearer than any other plan that has been proposed, and deemed practicable, to the payment of each individual according to what he has himself executed; and renders altogether unnecessary that division of those employed in Task Gangs into different classes, with different rates of payment, which is so much disliked.

Scheme of Task.

Mr. Rennie, whom we consulted, says, in his answers to our questions on this subject, that "men in all works of Civil Engineering are allowed to "choose their Mates; and hence it happens, that some men will earn "6*s.* 6*d.* and 7*s.* a day, while others do not gain above 4*s.* or 4*s.* 6*d.* "*This plan encourages good Workmen.*"

Mr. Rennie's opinion.

After giving the fullest consideration to the arguments for and against this plan, the particulars of which will be found more fully detailed in papers in the Appendix than we thought it necessary to insert in this Report, we confess that if we were preparing rules for new Dock Yards, where the Officers and Shipwrights had not formed any attachment in favour of any other plan, we should think it our duty to recommend this in preference to any other plan of employing the Shipwrights that has come under our attention. But as matters now stand, with a demand for more Shipwrights than we have at present in the Dock Yards, and with strong existing prejudices in favour of a system of classing and paying those Gangs that has been long established, we can go no farther than to recommend that trial may be made of it in whatever Yard it can be introduced with most ease, which probably will be Plymouth Yard, where the proposal originated; and we recommend, that accurate accounts may be kept of the work done by the Gangs shoaled or classed in that manner, and of the work done by an equal number of Gangs in Portsmouth, or in any other Yard where the work is similar, and where the Gangs are shoaled, and the men paid according to the present system; giving notice to the Gangs in each, that those accounts are to be kept. This may have the effect of introducing the competition which is so much wanted in the Dock Yards, and the result may give the means of judging which of the systems is on the whole the best, and ought to be generally adopted.

Appendix, Nos. 84, to 102.

PART VII.

JOB WORK.

WE have, in a former part of this Report, observed that JOB is the term used in the *repairing* of Ships, for what in the *building* is called TASK, and for what in works carried on by private persons is called *Piece-work*.

When Ships prove defective, the expence of repairing them is estimated upon the opinion which is formed of the extent of their defects, sometimes by boring only, and sometimes by boring and stripping or opening them. The Estimate, in either way taken, is sent to the Navy Board.

Present System of Job-work.

Appendix, Nos. 51, 52, 56, 58, 60, and 62.

The object in sending it is to enable that Board to judge of the propriety of incurring the Expence of repairing the Ship, but when the repair has been completed, the actual Expence incurred is seldom compared with the Estimate formed; neither could such comparison, in the present

Preſent Syſtem of Job-work.

preſent ſtate of things, be attended with much advantage, owing to the looſe and general manner in which the repairs are eſtimated.

Appendix, N^os 51, 52, 56, 58, 60, and 62.

The works executed by Job in repairing Ships are ſtated to be meaſured, and the Accounts of thoſe works taken in Deptford Yard in the following manner: and the practice in the other Yards appears to be nearly the ſame; viz.

Appendix, N° 51.

"The works performed by Job on the Ships repairing are meaſured "by the Quartermen, and, at uncertain periods, checked by the Foreman "of the Shipwrights, who every month draw out an account of the works "which have been performed, approved of by the Aſſiſtant ſuperintend-"ing the repair of the Ship, and then ſent to the Maſter Shipwright's "office with the precedented prices, which have been allowed by the "Navy Board for ſimilar works on ſimilar rates of Ships, affixed thereto. "Such works for which there are no precedented prices, are valued by "the Officers, and tranſmitted to the Navy Board for their approval. "After the Navy Board have allowed the prices propoſed, or ſuch others "as they in their judgment think proper, the Accounts are corrected in "the Maſter Shipwright's office, and ſent to that of the Clerk of the "Check, (with the number of men and days that had been incurred on "each Ship) who checks the Valuations, and caſts the Workmen's "wages."

Varieties in the different Yards.

Appendix, N^os 73, 76, and 77.

In Woolwich, Sheerneſs, and Portſmouth Yards, the total amount of theſe Earnings is divided equally among all the Shipwrights in the Yard employed by Job in the repairs of Ships, according to the time they appear by the Muſter books to have been at work.

Appendix, N^os 42, and 74.

Appendix, N° 79.

In Deptford and Chatham Yards, the ſum allowed for the works performed on each Ship is divided equally among the men employed upon the Ship. And, in Plymouth Yard, the Earnings of each Gang are kept ſeparate, and divided equally among the Shipwrights who compoſe the Gang.

The Plan at Plymouth preferred.

The mode of dividing the Earnings in Plymouth Yard, we are of opinion, ſhould be introduced into the other Yards; being not only the moſt equitable, but affording the beſt ſtimulus to exertion.

Defect in the ſyſtem of Job-work, page 129.

The Commiſſioners of Naval Enquiry in their ſixth Report, very ably and clearly expoſe the "combination of ſelf intereſt which has been per-"mitted to exiſt againſt the Public, in all the perſons who were con-"cerned in the accounts of Job-work, and the fictitious manner of "making up thoſe accounts."

Appendix, N° 81.

Amended.

Still defective.

Soon after that Report was publiſhed, copies of it were tranſmitted to the ſeveral Dock Yards, with directions to the Officers to avoid the irregularities pointed out in it: and ſince that time the ſyſtem has been amended, but it is not altogether free from objection.

6th Report Naval Enquiry, page 48.

Appendix, N° 80.

Formerly the amount of the wages of the Quartermen depended on the amount of the Earnings of the men under their own ſuperintendance, and the accounts of thoſe Earnings were taken by themſelves. This very objectionable mode of paying them has been altered; they have now fixed Salaries, and the combination of ſelf intereſt among thoſe Quartermen has thereby been done away; but it remains, as to the perſons employed in writing the *Job* Notes, who are ſtill paid in proportion to the Earnings of the working men.

Profeſſional Officers ſhould be relieved from keeping Accounts of Job-work.

We conceive that the Officers of the Yards ſhould be wholly relieved from the trouble of keeping the accounts of the work performed by Job, being of opinion, that their time and attention may be better employed in ſuperintending

intending the men under their command, and in taking care that their work is well and ſubſtantially executed. New Syſtem of Job-work propoſed.

With this view, therefore, and in order to introduce a more accurate mode of eſtimating and aſcertaining the expence of repairing Your Majeſty's Ships, we propoſe the following Regulations:

1.

That a Maſter Meaſurer ſhall be appointed in each of Your Majeſty's Dock Yards, upon an equal footing both in rank and ſalary with the Foreman of the Yard; that he ſhall in the firſt inſtance be choſen from the moſt capable of the Shipwrights or Quartermen at preſent in the Yard, but that in future he ſhall be ſelected from the ſuperior claſs of Apprentices, or from the Sub-meaſurers hereafter mentioned, according to their merit; that on his appointment he ſhall take an Oath agreeably to the form in the Appendix, and that he ſhall have the ſuperintendence and direction of ſuch Sub-meaſurers as may be neceſſarily employed under him, by whom all the works performed by Job ſhall be meaſured, keeping diſtinct and ſeparate accounts of the works performed by each Gang. Maſter Meaſurer propoſed to be appointed. Appendix, N°118.

2.

That the number of Sub-meaſurers to be employed under the Maſter Meaſurer ſhall be determined by the Navy Board, and that they ſhall be ſelected from among the Shipwrights of the beſt characters for integrity and intelligence; preferring, in thoſe of equal qualifications, ſuch as have been employed under the Timber Maſter, or in the Mould-lofts and Officers Cabins; and that on their appointment, they ſhall alſo take an Oath in the form preſcribed in the Appendix. Sub-meaſurers propoſed to be appointed. Appendix, N°119.

3.

That the Sub-meaſurers ſhall be allowed the ſame ſalary as the Quartermen, and that ſuch Shipwrights appointed Meaſurers, as may happen to have Apprentices at the time of their appointment, ſhall transfer them over to Government. Salary of the Sub-meaſurers.

4.

That the Eſtimates of the expence of workmanſhip in repairing a Ship, formed on the appearance of the defects diſcovered on boring her, ſhall be conſidered only as furniſhing the means of judging what number of Ships there are capable of being repaired, with a probable conjecture as to the length of time and amount of the expence that will be required to accompliſh it; but if on boring the Ship ſhall ſeem to be worthy of repair, the Plank ſhall be ſtripped off, and after being thus opened, an account ſhall be taken by the Shipwright Officers of the works which then appear to be neceſſary, in order to complete her repair. Eſtimates of the Repairs of Ships. Appendix, N°s 43, and 69.

This account ſhall be delivered to the Maſter Meaſurer, who ſhall cauſe the works mentioned in it to be meaſured, and, after inſerting the prices allowed by the Scheme of Job Work for performing thoſe works, ſhall forward it to the Maſter Shipwright.

The Account thus formed ſhall be tranſmitted to the Navy Office, to enable the Board to judge, from this more minute examination, and more certain eſtimate of the Expence, whether the Ship ſhall be repaired, or broken up, or ſold—and if the former ſhall be determined on, the Eſtimate ſhall then be entered in a book to be kept for that purpoſe in the Surveyor's Office, in which there ſhall be left a blank column for the inſertion of the expence of the works when actually performed, by which means a compariſon can at all times be made between the actual Expence and the Eſtimate.

5.

That during the repair of a Ship, the Sub-meaſurers ſhall be required to deliver to the Maſter Meaſurer weekly Accounts, or Job Notes, according Weekly Accounts or Job Notes to be delivered.

New System of Job-work proposed.

cording to the annexed form, of the works executed in the preceding week.

Appendix, N°117.

6.

Measurement of Works to be checked.

That the Master Measurer shall at uncertain times, and at least once in every month, re-measure the works contained in one of the Sub-measurers weekly Accounts, in order to serve as a check upon the accuracy of the measurement, and report any instances of inaccuracy he may discover to the Master Shipwright, for the information of the Navy Board; and if there shall be a repetition of such inaccuracies so as to bring suspicion on the character of the Sub-measurer, the latter shall be removed from his situation.

7.

Prices in the Job Scheme to be inserted in Accounts.

That the Master Measurer shall insert in the Accounts of the works performed, the prices allowed for the same according to the Job Scheme, for all that are included in that Scheme, with the total amount thereof for each article.

8.

Prices not in the Job Scheme, to be proposed.

That when works arise in the course of repairing a Ship, for which no prices are contained in the Job Scheme, the Shipwright Officers shall insert against those works in red ink, the prices which in their opinion are proper to be allowed for them, for the approbation of the Navy Board; and when the Navy Board have determined thereon, the same shall be added to the Job Scheme.

How to preserve uniformity in the Dock Yards.

By this means that Scheme will gradually receive additions, and must in time comprehend every article that can occur. A copy of the Job Scheme must be deposited in every Yard; and every addition that shall be made in the progress of business in the manner now proposed, shall be sent by the Navy Board to each Yard, to be added to the schemes there to be kept; and any difference in the mode of examining or paying for works, which are to be done in the Dock Yards, will thereby be avoided.

9.

Job Notes.

That the Master Measurer shall then insert the total amount of the whole of the works included in the Job Notes, which he shall send at the expiration of every month to the Clerk of the Check, who shall calculate and note thereon (as proposed by the Commissioners of Naval Enquiry, in their 6th Report) the daily wages earned by the Men who have performed these works, according to their musters.

10.

Master Shipwright and Assistants to controul the measurement, &c.;

and certify as to the workmanship.

That the conduct of the Master Measurer and Sub-measurers, and the measurement of the work, shall be subject to the controul and inspection of the Master Shipwright and his Assistants, who shall certify on the Accounts, if they are justified in so doing, the good execution of the works mentioned therein; which accounts, thus certified, shall be transmitted to the Navy Office within ten days after the expiration of every lunar month; keeping entries of these Accounts in the Master Measurer's Office.

11.

Accounts to be examined at the Navy Office.

That the Accounts of works performed by Job, when received at the Navy Office, shall be examined and checked in the Surveyor's Office, for which purpose that Office should be placed under the superintendence of the first Assistant to the Surveyors, which will render the attendance at the Navy Office of both the Assistants necessary; and if such works are carrying on as those now performing at Milford, which require the superintendence of an Assistant, an additional Assistant should be appointed for that purpose;

Surveyors Office.

and such number of Clerks added to the number now in the Surveyor's Office, as experience may shew to be requisite.

12.

Accounts to be returned to the Yards.

That these Accounts when examined and checked, shall be certified by the Assistant to the Surveyors, and returned by the Navy Board before the expiration

expiration of the month, to the reſpective Officers of the Yards, in order that the Maſter Meaſurer may make the neceſſary corrections in his Accounts, in conſequence of any alterations which the Navy Board may have made, and that the Clerks of the Check may allow the men, who have been employed on the works mentioned in the ſaid Accounts, the prices ſo approved by the Navy Board. New Syſtem of Job-work propoſed.

13.

That as, by this method, the Clerks of the Check will be in poſſeſſion of the whole amount of the earnings, to be diſtributed in each quarter, by the end of the firſt month in the ſucceeding quarter, they ſhall be required to forward a complete and perfect Pay-book, together with the Job-Notes and Muſter-books, to the Navy Board, by the twenty-firſt day of the ſucceeding month, who ſhall cauſe the ſame to be examined in the Surveyor's office, and returned to the ſeveral Yards for payment, by or before the middle of the third month; acquainting the Clerks of the Check therewith, as well as with any errors they may have diſcovered. Pay-books to be examined at the Navy Office.

14.

That the meaſurement and Accounts of works performed by Taſk, ſhall be under the ſame regulations as thoſe we now propoſe for works propoſed by Job. Taſk-work to be under the ſame regulations as thoſe propoſed for Job.

In the Sixth Report of the Commiſſioners of Naval Enquiry, after ſtating very clearly and forcibly many great difficulties which are found in the attempt to eſtabliſh proper prices for all the various articles of work in the repairing of Ships, which are capable of being diſtinctly valued, they obſerve, juſtly, "that there are ſome articles, and ſome employments in the Dock "Yards, which will not admit of being ſo appreciated;" and, "they upon "the whole give it as their opinion, that, conſidering the various abuſes "which have prevailed in the Job Syſtem, and after making every allowance "for what may be prevented in future by a vigilant ſuperintendence, it will "be advantageous to the Public Service to return to the former plain and "ſimple ſyſtem of employing the Workmen by the day, except in building "new Ships, and in carrying on great repairs, as originally directed by the "Taſk Scheme." And, in another part of the ſame Report, they ſay, "the "reſult of our Enquiry at Woolwich has not led us to change our opinion "as to the inexpediency of the Job-work ſyſtem; on the contrary, it has "confirmed our belief, that even under a ſuperintendence the moſt attentive "and vigilant, that ſyſtem would always be the ſource of abuſe and fraud; "and that there are ſuch defects in the Scheme itſelf, and ſuch difficulties "in carrying it into practice, that the extenſive application of it to the "general works of His Majeſty's Dock Yards cannot, under any regulations, "be beneficial to the Public." Page 131. Objection of the Commiſſioners of Naval Enquiry to Job-work. Page 146.

In this opinion of the Commiſſioners we cannot concur; the articles to be done in the repairing of Ships are, in the far greater part, exactly the ſame that are done in their building; and, as the value of the labour in thoſe parts will be minutely eſtimated in the Taſk and Job Schemes which we have propoſed, we can ſee no ſufficient reaſon for executing them in one by Piece-work, and in the other by daily pay. Our opinion thereon.

The ſtripping or laying open the Ship to be repaired, and the removal of the parts decayed, are works of a different kind; but in thoſe too, the labour may be eſtimated; and though there will doubtleſs remain ſome parts of the work in which the labour cannot be exactly appreciated, they will, in the opinion of the Dock Yard Officers, form not one twentieth part of the whole of the repairs; and we cannot think it would be wiſe, on that account, Appendix, N° 44.

New System of Job-work proposed.

account, to return to the ancient ſyſtem of employing the Workmen by the day, and to forego the allowed advantages in point of diſpatch and œconomy of labour, in carrying on ſo much a greater part by Piece or Job.

Mr. Parkin. Appendix, N°116.

We have employed the Aſſiſtant Builder in the Yard at Sheerneſs, who at our deſire formed the ſcheme before-mentioned of Taſk-work, to prepare a ſcheme of Job for the repairing of Ships; and he has ſent us one that ſeems to be drawn up with great attention, and to deſerve conſideration.

New Scheme of Job-work proposed.

This plan, which contains many articles not comprehended in the ſcheme of Job-work printed by order of the Navy Board, but not yet carried into effect, ſhould, with ſuch other plans of a ſimilar kind as may be obtained from ſkilful Officers in this Department in the different Yards, be laid before the Committee by whom the Taſk Scheme is to be prepared; and from the materials before them, a Scheme of Job-work ſhould be prepared by that Committee, and ſhould paſs through the ſuperior Boards, and be ſubmitted to the ſame examination and correction as have been propoſed for the ſcheme of Taſk-work.

The two ſchemes of Taſk, and of Job, will, as we have already obſerved, in the greater part contain the ſame minute articles; and the ſame prices muſt, of courſe, be allowed for them in each of thoſe ſchemes. An end will conſequently be put to an evil, at preſent much complained of, namely, that of greater profit being earned by thoſe employed on Job, than by thoſe employed by Taſk.

Appendix, N° 16, 27, & 112. 6th Report Naval Enquiry, page 128.

The Gangs in each, if the articles in the Job-work, which are not alſo found in the Taſk Scheme, ſhall be eſtimated in fair proportion to the reſt, will earn advantages exactly according to their exertions, and the beſt Workmen will, as they ought, earn the moſt.

Employment by Job afloat diſapproved.

It appears to be the general opinion of the profeſſional Officers, that it is not adviſable to employ the Shipwrights by Job in the refitting and repair of Ships afloat; we therefore recommend that the inferior Workmen be employed on theſe ſervices (except when works ſhall be performing of a nature, which, in the opinion of the Maſter Shipwright, ſhall require the beſt Workmen) and that they be allowed a common day's pay, and the Ship's allowance of proviſions.

1805. Complaint of the Shipwrights in 1805.

In March, laſt year, the Shipwrights at Chatham Yard made a demand for an addition to the prices allowed by the Taſk Scheme for the building of Ships; and the Commiſſioners of the Navy, taking the ſame general view of the ſubject that was taken of it by the Commiſſioners of Naval Enquiry, as expreſſed in their ſixth Report, namely, that the building of Ships of ſmall ſize yielded much lower wages to the Shipwrights than the building of large Ships, recommended that one-fifth part ſhould be added to the allowances for building all large Ships; and that for building ſmall Ships one-fourth ſhould be added; and this propoſal of the Commiſſioners of the Navy having been referred to us by the Board of Admiralty, we adviſed that it ſhould not be adopted, but that the Shipwrights ſhould be informed that the ſubject was under our conſideration, and that a more juſt and equal mode of payment would be recommended. With this information the Shipwrights in all the Yards were ſatisfied, and they have ever ſince continued to work at the Rates fixed by the Taſk Scheme, truſting to the aſſurances given them that a better plan was in preparation.

Page 19. Appendix, N° 70, & 71. Appendix, N° 72. How ſatisfied at that time.

We have given in this Report a full explanation of our objections to the prices in the Taſk Scheme, and we have propoſed a plan for the eſtabliſh-

ment

ment of one founded on different principles; but the forming a plan in the manner recommended, will require conſiderable time; and the Shipwrights, who already complain of delay, will probably become impatient and clamorous. New Scheme of Taſk-work propoſed. Complaints renewed.

Having applied to many very intelligent Officers in the Yards, for Schemes of Taſk-work, and conſidered thoſe which have been offered to our examination, we are of opinion that the one propoſed by Mr. Parkin is the beſt.

We therefore recommend, as the beſt immediate remedy that it is in our power to offer, that his ſcheme of Taſk-work, ſhall be eſtabliſhed in all the Yards, inſtead of the preſent Taſk Scheme, until the ſcheme to be formed in the manner which we have here recommended ſhall be prepared, and ordered to be ſubſtituted in its place by the Board of Admiralty. Appendix, N°111. Immediate remedy propoſed.

Mr. Parkin has at our deſire allowed prices which, according to his judgment and experience, will, he thinks, yield to the Shipwrights working as men commonly work who are employed by Taſk or by the Piece, ſix Shillings per day in Summer, and four Shillings and Sixpence in Winter, beſides the allowance of Sixpence per day for Chips. Appendix, N°45, & 46.

He recommends indeed, that ſomething more ſhall be added to the prices in his ſcheme, and we think it may not be unreaſonable to allow an increaſe of one-twelfth part on each article during the continuance of war, it being underſtood that the prices ſhall be reduced to the Rates in his ſcheme on the eſtabliſhment of Peace: this will give to the Shipwrights, including the allowance for Chips, about ſeven Shillings in Summer, and five and Fourpence per day in Winter, which we think are prices for their labour, that ſhould be ſatisfactory. Appendix, N°112. Appendix, N°115.

The additions propoſed by the Navy Board, would, as may be ſeen from what we have ſtated as the defects in the preſent Taſk Scheme, ſtill yield very unequal rates of payment to the Shipwrights, and would not only be much more unequal as to the Shipwrights, but more expenſive to Government, than what we have now propoſed.

Taking the whole aggregate coſt of the Taſk Work on fifteen Ships, being one of each claſs, according to the Scheme of Mr. Parkin, it will be found to be about one hundred and twentieth part more than the whole coſt of the ſame Ships by the exiſting ſcheme, which, with the addition of the propoſed one-twelfth, does not come to be near equal to the addition of one-fifth to the price of large Ships, and one-fourth to the price of ſmall Ships, propoſed by the Navy Board. Saving of expence by the propoſed plan. Appendix, N°s 45. & 111.

This temporary trial of the prices propoſed by Mr. Parkin will afford additional means of judging to the Committee to be appointed for the purpoſe of preparing the permanent ſchemes for Taſk and Job-work; and if, on trial, this ſcheme of Taſk propoſed by Mr. Parkin ſhall meet with approbation, it may be adviſable to make trial alſo of his ſcheme of Job-work, which was made up with the ſame view of yielding ſix Shillings per day to the Shipwrights in Summer, and four Shillings and Sixpence per day in Winter, beſides Chip-money. Appendix, N°116. Appendix, N°s 45, & 46.

According to the order of proceeding propoſed in our Firſt Report, that, in which we are to offer Regulations and Inſtructions for the Commiſſioners of the Navy, ſhould have preceded this, which we now ſubmit to Your Majeſty's conſideration. But though our Report on the Navy Office is in other reſpects fully prepared, we are prevented from completing it till we ſhall have

anſwers to two of our Precepts, which we expect very ſoon to receive; and we thought the ſtrict obſervance of the propoſed order, in preſenting our Reports, not of ſuch conſequence as, on that account, to poſtpone the delivery of one, on other important ſubjects, that was completed.

Concluſion.

We ſhall conclude this Report with a recommendation to the Admiralty and Navy Boards, to proceed with caution at the cloſe of the preſent war in the reduction of the number of Shipwrights to the peace eſtabliſhment, and to retain rather more than may ſeem to be abſolutely neceſſary for the execution of the works intended to be carried on. This will tend both to œconomy and good order.

Neceſſary caution in the diſcharge of Shipwrights.

The price of labour, like the price of every thing elſe, is regulated by the proportion between the quantity brought to market, and the demand for it. If there ſhall be rather a greater number of Shipwrights than are abſolutely neceſſary for carrying on the works, there will be a competition among them for employment, and the Officers, under the direction of the Navy Board, will be able in ſome degree to regulate the price, ſo as to bring it to what may be reaſonable. If, on the other hand, the number of Shipwrights ſhall be barely ſufficient, or rather fewer than can accompliſh what muſt neceſſarily be done, they will demand a ſort of monopoly price, and the Officers may be obliged to ſubmit to their demands.

There ſhould be ſo many, that the Officers can diſcharge any troubleſome man without inconvenience, and that his diſcharge ſhould be felt as a puniſhment. This will tend more than any thing elſe to promote good order and ſubordination, and to enable the Officers to introduce whatever mode of ſhoaling the men, or of carrying on the works in the Dock Yards, ſhall be deemed moſt conducive to the Public advantage.

Office of Naval Reviſion,
24th June 1806.

(Signed) BARHAM. (L. S.)
JOHN FORDYCE. (L. S.)
ROGER CURTIS. (L. S.)
WM. DOMETT. (L. S.)
AMBROSE SERLE. (L. S.)

(Copy.)

John T. Briggs, Sec^y.

APPENDIX

To the THIRD REPORT of the Commiſſioners for Reviſing and Digeſting the Civil Affairs of His Majeſty's Navy.

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APPENDIX.

From N° 1. to N° 15.

COPIES of LETTERS from the COMMISSIONERS of NAVAL REVISION to the Officers of Woolwich Yard; and to the Commiſſioners of Chatham, Sheerneſs, Portſmouth, and Plymouth Yards; reſpecting the propoſed Regulations for APPRENTICES;—and of the REPLIES thereto.

No. 1.

Letter from the Commiſſioners of Naval Reviſion to the Officers of Woolwich Yard; and to the Commiſſioners at Chatham, Sheerneſs, Portſmouth, and Plymouth Yards, reſpecting the propoſed Regulations for Apprentices.

Sir, 23d October 1805.

THE ſubject of Apprentices in the Dock Yards being under our conſideration, we ſend you herewith a Draft of Regulations reſpecting them; and we deſire you will refer the ſame to the Officers of the ſeveral Departments in the Yard, for their mature deliberation, directing them to ſtate on a ſeparate paper their opinion on each article, and alſo to ſignify all ſuch further meaſures or regulations on the ſubject, as in their judgment * will tend to the benefit of His Majeſty's Service, and at the ſame time give due encouragement to Parents and Guardians to place Apprentices in the Dock Yards; and we deſire that you will alſo take the ſubject into your particular conſideration, and communicate to us whatever may occur to you thereon, to promote the purpoſe before-mentioned. * N° 6.

The Draft of Regulations is to be returned, with the obſervations, &c. which may be made on the ſame.

We are, Sir,
Your very humble Servants,
Roger Curtis,
W. Domett,
Ambroſe Serle.

P. S. You are deſired to return your anſwer ſo as to be here on or before the 11th November next.

No. 2.

The propoſed Regulations for Apprentices.

N° 2. Encloſure to N° 1.—APPRENTICES.

1.

THE examination and admiſſion of Apprentices to the ſeveral claſſes of Artificers and Workmen in His Majeſty's Dock Yards, being of material conſequence to the ſupply of proper perſons to fill vacancies as they occur, it is proper that the Reſident Commiſſioner of the Yard, with two or more of the principal Officers employed in the buſineſs for which an Apprentice is offered, ſhould ſee and ſtrictly examine the party reſpecting his health, ſtrength, and apparent fitneſs for the line of duty propoſed. They are to admit none but ſuch as are well grown, are at leaſt four feet ten inches in height, and fourteen years of age, to determine which a proper Certificate muſt be produced from the Regiſter of the Pariſh in which the party was born. They ſhould alſo examine his qualifications as to writing and underſtanding the common rules of Arithmetic, and particularly ſo if propoſed for the upper claſſes of Artificers. The Commiſſioner, and the Officers who may have examined, ſhall then ſign a Certificate to that effect, previouſly to the making out the Indentures, and entry of the perſon upon the books of the Yard. To the above Certificate, the Surgeon of the Yard

muſt alſo add a note under his hand, ſignifying the perſon has been duly examined by him, and found healthy, and fit for His Majeſty's Service. The Certificate, thus ſigned, ſhall finally be lodged in the office of the Clerk of the Check, and the Indentures, and entry on the books of the Yard ſhall follow accordingly.

2.

The Apprentices ſhall be indentured nominally to the principal Officers of the Yard for the time being, and to their Succeſſors belonging to the ſame trades in which they are to ſerve, agreeably to the form of Indenture preſcribed, and the Artificers who are allowed the benefit of Apprentices ſhall be ſtyled their Inſtructors, and be noted as ſuch on the Yard-books, together with the names of their reſpective Pupils whom they are to inſtruct and ſuperintend; to which muſt be annexed the names of the ſeveral Parents or Guardians, who are to receive a portion of the earnings of thoſe Apprentices for their neceſſary maintenance during the times of their ſervitude, in the proportion hereafter mentioned.

3.

The Indentures ſhould be ſtamped, previouſly if practicable, but within two months at fartheſt after being filled up. The expence of the Indentures ſhall be borne in equal proportions between the Clerk of the Check, in behalf of the Public, and the Parent or Guardian in behalf of the Apprentice; but the whole charge of enrolment, if thought neceſſary, ſhall be paid by the Parent or Guardian, who ſhall come under an obligation to ſupport and maintain, according to the terms of the Indenture, the Apprentice in all caſes of ſickneſs, or abſence from duty, in which the payment of ſubſiſtence, or Wages or Chip Money, may be prohibited or ſuſpended.

4.

In caſe Artificers of the Yard, and next to theſe the Officers belonging to His Majeſty's Navy, who may be entitled by their ſervices, having Sons, or having left Orphans of a proper age and deſcription, and qualification, ſuch Sons or Orphans ſhall have a preference given to them for admiſſion as Apprentices. For this purpoſe a book ſhall be kept in the Maſter Attendant's Office for the Sail-loft, in the Maſter Shipwright's office for the branches under him, and in the Clerk of the Rope Yard's for his department, in which ſhall be inſerted from time to time, as applications are made, the names of the Parents or Guardians who may propoſe their Sons or Orphans, together with a deſcription of their ſtature and age, and in what particular branches they deſire to place them.

5.

In the ſelection of Apprentices, the preference ſhall be given in the following order:

1ſt. To the Sons of Officers of the Yard.
2d. To thoſe of Shipwrights and Caulkers.
3d. - - - of Officers of the Navy.
4th. Orphans of the above three claſſes.
5th. Sons of ſuperannuated Officers and Artificers; and if ſufficient numbers do not preſent themſelves from the preceding claſſes, a further ſelection may be admitted according to the following order:
6th. The Sons of Joiners.
7th. - - - - - Houſe Carpenters.
8th. - - - - - Bricklayers.
9th. - - - - - Sailmakers.
10th. - - - - - Smiths.
11th. - - - - - Ropemakers.
12th. - - - - - Riggers.
13th. - - - - - Sawyers.
14th. - - - - - Scavelmen.
15th. - - - - - Riggers Labourers.
16th. - - - - - Yard Labourers.
17th. - - - - - Bricklayers Labourers.
18th. - - - - - Ordinary Men.

In caſe fit Apprentices ſhould not be offered from the claſſes of perſons above-mentioned, the Sons of any other perſons may be admitted, according to the rules preſcribed, it being underſtood that the members of the Navy Board, the Reſident Commiſſioner, and the other Officers who may have charge of the examination, ſhall in all caſes fairly and impartially, without the leaſt attention to any private intereſt, or recommendation whatever, give the preference to thoſe Boys who may appear to them the beſt qualified

qualified for the reſpective claſſes of ſervice for which they may be propoſed, and whoſe Parents, from their number of Children, and from their character for ability, honeſty, diligence, and good conduct, ſhall be entitled to particular notice and indulgence.

6.

The Artificers who are allowed Apprentices, are ſtated in the following Liſt; viz.

Shipwrights.
Caulkers.
Joiners.
Houſe Carpenters.
Smiths.
Plumbers.
Maſons.
Bricklayers.
Founders.
Blockmakers.
Sailmakers.
Ropemakers.
Lock-Smiths.
Line and Twine Spinners.
Hemp Dreſſers.

7.

The Officers who may recommend to the Board, through the Commiſſioner, any Artificer for the benefit of an Apprentice under the title of Inſtructor, ſhall be reſponſible for the general good character of ſuch Artificer, and according to the form preſcribed, ſhall ſtate what time he may have loſt during the laſt two years, whether by ſickneſs, by abſence, whether without leave or otherwiſe; each Officer ſhall alſo expreſs his teſtimony of the ſobriety, integrity, diligence, ability, ſkill, and good morals of ſuch Perſon, and that he has been employed in the Yard without quitting it for other ſervices, unleſs admitted or allowed by proper Authority. In caſe of ill behaviour in any Inſtructor, he ſhall, upon the repreſentation of the Reſident Commiſſioner to the Navy Board, and in conſequence of their order for that purpoſe, be deprived of the benefit of his Apprentice; and the next in rotation of the trade, if deſerving, ſhall become the Inſtructor, and receive the advantage.

8.

The Apprentices being ſervants of the Public, though indentured ſpecially to particular Officers in the Yard, the death, removal, or ſuperannuation of ſuch Perſons is not to put an end to or ſhorten the Apprenticeſhip; and in caſe of the diſmiſſion, removal, ſuperannuation, or death of any Inſtructor, the Apprentice ſhall be attached to ſuch perſon as may be appointed in his ſtead, and ſerve under him accordingly; and no Apprentice ſhall be employed in a different Yard from his appointed Inſtructor for the time being.

9.

Apprentices abſenting themſelves, unleſs from ſickneſs or for ſome ſatisfactory reaſon to be approved by the Commiſſioner, the Maſter Attendant, Maſter Shipwright, or Clerk of the Rope Yard, according to the particular department to which they may belong, ſhall ſerve double the time or times of unauthorized abſence, in addition to the years preſcribed by their Indentures; and if it ſhall appear that their time during their abſence ſhall have been employed in vice, or improper conduct, they ſhall be obliged to ſerve treble the time of ſuch abſence over and above the time which they are bound to ſerve by their Indentures, upon complaint being made in writing by their Inſtructors, and confirmed by an order of the Board for Deptford and Woolwich, or from the Reſident Commiſſioner for the other Yards.

10.

If it ſhall appear that any Apprentice ſhall have loſt more than ſix days by abſence in any one year, without leave as aforeſaid, he ſhall not be entered in the Yard at the expiration of his Indenture, unleſs ſuch abſence has been occaſioned by ſickneſs, and is duly accounted for by the Surgeon's book.

11.

Rate of pay of Apprentices, and alſo the proportion of earnings to be allotted to the Inſtructors, are deferred for future conſideration.

12.

No Apprentice ſhall be employed on Sundays until he has ſerved three years of his Apprenticeſhip, and when the neceſſity of the Service ſhall require the employment

ment of the other Apprentices on Sundays, they ſhall be paid according to the earnings of the Company to which they belong, as on other days.

13.

If in caſe of the ſickneſs of any Apprentice, the Parent or Guardian ſhall refuſe to procure for him the requiſite medical aſſiſtance, or to provide him with the neceſſary food, the Inſtructor under whom he ſerves ſhall take charge of him during the time, and one-third of his wages, with his ſubſiſtence money, and all other advantages which accrued to the Parent or Guardian, ſhall be ſtopped, and applied as far as it may ſerve to the cure and maintenance of ſuch Apprentice; and if any ſurplus charge ſhould ſtill remain, the Reſident Commiſſioner, the head of the trade under which he ſerves, and his particular Inſtructor, ſhall, if the charge be reaſonable, certify the ſame in writing with their ſignatures to the Clerk of the Check, who then ſhall be authorized to pay ſuch extra charge, and to enter it in his Account.

14.

If an Apprentice has no Relation who will engage to maintain him, his Inſtructor ſhall either furniſh him with all neceſſary ſupport, or take care that he be ſupplied properly and fairly with it, and to pay for the ſame from a proportion of the wages of the Apprentice allotted for his maintenance; but the Inſtructor is at all times to ſee that the Apprentice ſhall be kept ſtrictly to his proper duty in the Yard, and not employed on private buſineſs either for the Inſtructor, or any other Perſon whomſoever.

15.

In caſe of diſmiſſion, removal, ſuperannuation, or death of ſuch Inſtructors as receive benefit from Apprentices, all payment on account of thoſe Apprentices ſhall ceaſe to them, their heirs and executors, and thoſe who are appointed to ſucceed as Inſtructors ſhall take upon them the direction, and receive ſuch advantages as would have accrued to their immediate Predeceſſors. The ſucceeding Inſtructors ſhall not be accountable for any debts or obligations which may have been incurred between their Predeceſſors or any other Perſons, and the Apprentices delivered over to their ſuperintendence and inſtruction; and it is to be obſerved that the advantage of an Apprentice is not to be allowed to any Perſon who is paid a yearly ſalary, or to any Artificer who may be on the liſt for ſuperannuation; nor is the benefit of more than one Apprentice to be allowed to any Perſon in the Yard.

16.

The following Allowances are to be made to the under-mentioned Apprentices, on account of Chips; viz.

Apprentices to Shipwrights, during the firſt four years of their ſervitude, 4 *d.* per day,
During the laſt three years - - - - - - - - - - - - - - 6 *d.*

Apprentices to Joiners,
- - - - Houſe Carpenters,
- - - - Caulkers,
- - - - Sailmakers,
- - - - Smiths and
- - - - Bricklayers,

During the firſt four years - - - - - - - - - - - - - - - 2 *d.* per day;
the laſt three years - - - - - - - - - - - - - - - 4 *d.* per day;

and as it is intended they ſhall receive theſe allowances for their own uſe, it ſhall not be paid to their Inſtructors without their conſent; but the ſaid allowances are not to be paid to thoſe Apprentices who may have behaved themſelves improperly, waſted materials, or loſt their time.

17.

When the ſeveral Companies are furniſhed with the number of Apprentices reſpectively belonging to them according to the Eſtabliſhment, no further number ſhall be admitted till vacancies may occur, which ſhall be ſupplied agreeably to the foregoing articles.

18.

If by any circumſtances the number of Apprentices already engaged ſhould exceed the eſtabliſhed allotment for the ſeveral Companies in the Yard, they are to be placed under the inſtruction and ſuperintendence of ſuch Perſons of the department to which they belong, according to the number of Apprentices, and to be employed in ſuch ſervices as the Reſident Commiſſioner, and the Maſter Shipwright, may think moſt expedient for the Public advantage.

19.

In the Pay-books of the Yard, the names of the Apprentices ſhall immediately follow the names of their reſpective Inſtructors, and all Apprentices ſhall appear at the

the Pay-table, in order that the Commiſſioner comptrolling the payment may be ſatisfied that they are not only in the actual employment of the Yard, but that they are *bonâ fide* the Perſons who were originally recommended and certified to the Board.

20.

When an Apprentice is abſent from alledged ſickneſs or malady, the Clerk of the Check ſhall oblige the Inſtructor to enquire carefully into, and report the circumſtances of the caſe, in order that the Surgeon may viſit him (upon being informed by the Clerk of the Check) and aſcertain the ſtate of his health; and if it ſhall be diſcovered that the abſence is occaſioned by idleneſs, vice, or other improper cauſe, the Inſtructor is to procure him to be apprehended, and taken before a Magiſtrate that he may be puniſhed according to Law, and his loſt time is to be noted by the Clerk of the Check, that it may be made up by the time of his further ſervitude as before directed.

21.

If an Apprentice ſhall have been diſcharged for miſconduct, his Inſtructor is not to be allowed another till the other Artificers recommended for the benefit of an Apprentice ſhall have been provided; but a liſt ſhall be kept in the Clerk of the Check's Office, according to the form preſcribed, of all ſuch as have been deprived of their Apprentices, for future conſideration.

22.

In the time of Peace, no new Apprentices are to be entered in the Yard in the room of thoſe who may die or run away, or have ſerved their times, without ſpecial permiſſion from the Navy Board; but their Inſtructors, upon the repreſentation of the Reſident Commiſſioner, the Maſter Attendant, and Maſter Shipwright, or other head of the trade for which an Apprentice may be required, ſhall, if deſerving, be recommended for the firſt conſideration.

23.

Apprentices to Shipwrights, during the laſt year of their time, ſhall be inſtructed and employed in the buſineſs of Caulking, in order to render them capable of performing what ſo materially belongs to the duties of their profeſſion; and in order to enſure this practice, theſe Apprentices, when out of their time, ſhall produce a certificate from the Maſter Shipwright of their being duly qualified in each branch of ſervice, before they can be entered on the books for their own benefit.

No. 3.

Woolwich Officers Report on the propoſed Regulations for Apprentices.

Woolwich Dock Yard,
8th Nov. 1805.

My Lord and Gentlemen,

HEREWITH you will be pleaſed to receive the Draft and Regulations ſent us reſpecting Apprentices in the Dock Yards, which we have taken into our mature deliberation, and ſtated our opinion on each article, on a ſeparate paper, which is herewith tranſmitted; and beg leave to obſerve, that in our humble opinion the above plan (without ſome modification) will not fully anſwer the purpoſe intended of benefiting His Majeſty's Service, and at the ſame time give due encouragement to Parents and Guardians to place Apprentices in the Dock Yards.

We remain very reſpectfully
My Lord and Gentlemen,
Your moſt obedient Servants,

Right Hon^ble and Hon^ble Commiſſioners for Reviſing the Civil Affairs of His Majeſty's Navy.

Edw^d Siſon,
J. Jeffery,
J. Whidbey.

No. 4.

Encloſure to N° 3.—APPRENTICES.

Woolwich Yard.

1ſt. This article is very proper, and it appears neceſſary that Apprentices propoſed for the upper claſſes of Artificers ſhould underſtand the common rules of Arithmetic;

but if this qualification ſhould be required on the admiſſion of Apprentices in the Dock Yards, an exception would be made againſt the greater part already entered in this Yard on the preſent plan, as at this place Apprentices are with much difficulty procured, even from the families of the labouring people.

2d. This article is very proper.

3d. No remarks.

4th. As a ſufficient number of Apprentices cannot now be obtained from ſuch claſſes of people as generally uſed to ſupply the Dock Yard with Apprentices, it is not likely that theſe Apprentices will be obtained from the claſſes deſcribed in this article, without ſome additional encouragement be given to ſuch Apprentices; in that caſe we conceive that the article would be very proper.

5th. This article anſwered in the above (N° 4.)

6th. No remarks.

7th. } Theſe articles very proper.
8th. }

9th. }
10th. } No remarks.
11th. }

12th. }
13th. } Theſe articles very proper.

14th. We are of opinion that the firſt part of this article will bear hard on the Inſtructors.

15th. This article will be conſidered as a very great grievance to Artificers, who may be Inſtructors to their Sons; for, ſhould the Inſtructors die during the Son's apprenticeſhip, the Family will be deprived of the advantage which was derived by the former plan; viz. of continuing the Apprentice to the Executors for the benefit of the ſurviving Family.

16th. }
17th. }
18th. }
19th. }
20th. } All theſe Articles very proper.
21ſt. }
22d. }
23d. }

Edwd Siſon,
J. Jeffery,
J. Whidbey.

No. 5.

Letter from Commiſſioner Hope, incloſing the Chatham Officers Report on the propoſed Regulations for Apprentices.

Chatham Dock,
6th November 1805.

Gentlemen,

In obedience to the directions contained in your Letter of the 23d ultimo, I have directed the Officers of the Yard to take into their mature deliberation the Draft of Regulations * for the Apprentices in the Dock Yards therewith tranſmitted, which I herewith return, with the Officers Obſervations on a ſeparate paper; and having, as deſired, taken the ſame into my own particular conſideration, I encloſe you the reſult thereof on each article; and where I ſay only, "obſerved upon by the Officers," have no further remarks to make thereon; and,

* No. 2.

I am,
Gentlemen,
Your moſt humble Servant,
(Signed) *Cha' Hope.*

Commiſſioners of Reviſion.

No. 6.

Chatham Officers Report on the propoſed Regulations for Apprentices.

Encloſure to N° 5.—Apprentices.

Chatham Yard, 5th November 1805.

1.

That of examining Boys for Apprentices reſpecting their health, we think it ſhould be the particular buſineſs of the Surgeon of the Yard; with reſpect to their

mental

mental qualifications, we are much afraid that great difficulties will be found to obtain; Boys capable of reading, writing, and underſtanding the common rules of Arithmetic, particularly for Caulkers, Blackſmiths, and Ropemakers. That of being particular in the examination of thoſe intended for the upper claſſes of Artificers (which is of courſe the Shipwrights department) we beg to ſtate, that no Apprentices are allowed to any Officer in that department, from the Quarterman to the Maſter Shipwright, by the late Regulations, which is a ſubject of regret to thoſe who look beyond the preſent time; for it can be proved that the principal part of the preſent Officers, and thoſe they ſucceeded, were perſons who ſerved their Apprenticeſhips to Surveyors, Builders, or Aſſiſtants, from whom an opportunity offered of acquiring the theory of their buſineſs; they were alſo perſons who had received ſome degree of Education, and whoſe Friends were capable of ſupporting them reſpectably during their Apprenticeſhips, ſo as to place them above an improper action, by which means, when they were brought forward for Officers, it gave them a degree of conſequence which never could be obtained had it been the reverſe. We do not mean to ſay but that a knowledge of the practical part of the buſineſs is *highly* neceſſary, and to obtain which we would recommend all Boys working a certain proportion of their Apprenticeſhip; but at the ſame time we beg to obſerve, that a Man knowing only the practical part, would be as incapable of building a Ship from a given draught and dimenſions, as a Seaman would be to direct a veſſel's courſe when in the midſt of the ocean to any given point, without a knowledge of Navigation. From what we have obſerved, we truſt it will be found adviſable to bring forward Apprentices of education, and reſpectable connections, for future Officers; but whilſt Apprentices are given only to the common Shipwrights, we have our doubts if ever any of ſuch deſcription will offer.

2.

The whole of the Shipwrights Apprentices, ſince the new Regulations, are indentured to the Maſter Shipwright, which at this time amount to 64 in this Yard, and on the old eſtabliſhment; viz. thoſe who were bound to the various Officers that are placed on ſalaries in lieu of all emoluments, and thoſe to the common Shipwrights that were indentured prior to the new Regulations, the whole of which amount to 62, are called Government Apprentices; the Apprentices to Smiths and Ropemakers could not be procured agreeable to the new Regulations, in conſequence of which they were, by order of the Navy Board, placed on the original eſtabliſhment.

4.

The whole of the Apprentices in the Dock Yard are conſidered in the Department of the Maſter Shipwright, though bound to the various Maſters of the different Trades (excepting thoſe in the Sail-loft, which at this time are only five in number, and thoſe in the Rope-houſe, which are under the direction of the Maſter Ropemaker); the regulating of ſo large a body of youths, to keep them in any degree of order, is one of the moſt diſagreeable parts of his, the Maſter Shipwright's duty.

5.

This Article has been complied with ſince the late Regulations.

6.

It has not been the uſage of the Service to give any working Artificer an Apprentice, excepting Shipwrights and Caulkers.

7.

The Maſter Shipwright, Clerk of the Check, and Aſſiſtants, ſign all recommendations for Apprentices in a general way, as to their good conduct at the time, beyond which it is impoſſible for any one to be reſponſible; as obſerved in the 6th article, no common Man has been allowed an Apprentice excepting Shipwrights and Caulkers.

9.

Whatever is required of the Apprentice muſt of courſe be ſtipulated in his Indentures, as the regulation of a body or board cannot inſiſt, we ſhould conceive, on any thing that is not agreed to in the original contract. The Inſtructor, in the eye of the Law, can have no power over his Pupil, nor can he be called upon to maintain him in caſe his Parent or Guardian dies, or leaves the place; no Magiſtrate would notice the complaint of an Inſtructor; the Perſon named in the Indenture muſt appear againſt an Apprentice for diſorderly conduct, and alſo to anſwer to any complaint made by an Apprentice who may be from diſtreſs, or otherwiſe, of his Parent or Guardian, in want of the common neceſſaries. Application has already been made to the Maſter Shipwright by an Apprentice whoſe Parents left him, praying a ſomething to maintain him; and on the Maſter Shipwright anſwering, that he received nothing from him, his earnings, the Lad gave him to underſtand that he (the Maſter Shipwright) was his Maſter.

The

The caſe was repreſented to the Navy Board, and the Boy was allowed, by their order, a ſubſiſtence in addition to what was ſtipulated in his Indenture.

13.

At preſent no proviſion is made for a Boy in ſickneſs, excepting it is from hurts received at his Duty; all pay ſtops immediately as he abſents himſelf, whether from ſickneſs or otherwiſe, and of courſe it cannot be ſuppoſed the Inſtructor can advance any thing when he receives but little benefit from his Pupil till he has ſerved three years and a half of his time, and can execute a Man's work; then a proportion of the full earnings of the Apprentice is given to the Inſtructor, and the Boy receives the remainder: this is a regulation ſubſequent to the general Regulations, which only allowed a ſingle day's pay between the Inſtructor and his Pupil, and what he earned above the ſingle day's pay was ſet off to Government. This regulation ſtill ſtands in force until the Boy has ſerved as above ſtated, and can execute a Man's work, which is the cauſe of great diſcontents among the Shipwrights and Caulkers, (the only common Men allowed to be Inſtructors) that a proportion of what the Boy has earned, or they the men, for him, ſhould be carried to the account of Government. Whatever allowance may hereafter be given to Apprentices in time of ſickneſs ſhould be confined to a ſtipulated ſum, in our opinion.

14.

As before obſerved, a greater proportion of the pay which the Apprentices may earn muſt be allowed the Inſtructor, or it will be impoſſible to ſupport the Apprentice during indiſpoſition, ſuppoſing the Parent or Guardian, from any particular cauſe, cannot ſupport him; if an allowance is made, no doubt that in caſe of the death or other cauſes that may deprive the Apprentice of the benefit of his Parent or Guardian, the Inſtructor will be a proper Perſon to ſee the allowance properly applied.

15.

All Perſons allowed an Apprentice prior to the new Eſtabliſhment by virtue of their ſituation, ſuch as for inſtance, Quartermen who were not put on a Salary till lately, were, when their Apprentices times expired, allowed two Boys on the new Eſtabliſhment, in lieu of the one on the old. There are ſtill other Perſons that are not put on a Salary who are, by virtue of their ſituations, allowed an Apprentice, and have, when the time of their Apprentice expire on the old Eſtabliſhment, two entered them in lieu on the new; viz. the Phy Keeper, or Perſon that has the care of the Dock Gates, &c. alſo the Man who directs the fitting of the Pumps; two Apprentices are alſo allowed to the Foreman of the Joiners, Houſe-Carpenters, Bricklayers, Lockſmiths, and Sailmakers, in the lieu of the one on the old. The Smiths and Ropemakers, as before obſerved in our anſwer to the 2d article, were, by Board's warrants, directed to be placed on the old Eſtabliſhment, according to the uſage of the Service Shipwrights employed, overſeeing Ships building are alſo allowed an Apprentice on the old Eſtabliſhment; thoſe ſo employed are now allowed two on the new.

17.

There is no limited number of Apprentices allowed to any Gang or Company excepting the Taſk Companies; the Taſk Articles ſtipulate that there ſhall be only four Servants in each, with fifteen Men and the Quarterman, making twenty Perſons; no limited number have been directed for the Day Companies; but they ſeldom exceed that number (four), and care is always taken to make them as nearly equal as poſſible.

20.

Our obſervations on the 9th article may be applied to this, as it reſpects the taking an Apprentice before a Magiſtrate, which we conceive can never be done by the Inſtructor; this diſagreeable duty muſt be performed by the Maſter Shipwright, to whom the Boy, if a Shipwright, is bound according to the late Regulations.

21.

The following this ſtrictly would, we are of opinion, be attended with much injury to the Service, for few working Artificers will be found who have public ſpirit enough to bring forward an Apprentice for miſconduct, when there was a probability he would be diſmiſſed, if he was ſure another would not be entered to him; even with this before them they are very tardy; and as to their being placed on the liſt to have one at a future time, this would, we are of opinion, by no means act as a ſtimulus, as under the new Eſtabliſhment, a Man has only a life intereſt in his Apprentice, and more eſpecially as it is in the recollection of moſt of them, that for the ſpace of many years, at various periods, not a ſingle Apprentice was given away.

22.

No Apprentice, in the predicaments mentioned in this article, is ever entered to an Artificer without the Board's directions; but that of directing that no Apprentice ſhall be

be entered to any Artificer during Peace, we think such restriction improper, being firmly of opinion that Men who are regularly brought up to the Service are preferable to those promiscuously entered, who, in many instances, are strangers to the Service, and by no means expert in their business. Another thing, Men who serve their time in the Yard are attached to the Service, from which circumstances they are not so easy allured away from a temporary advance of pay in the Merchants service.

23.

They may be qualified for Caulking in a common way in twelve months, but it is impossible to certify to their being expert Caulkers, for though a business of little Art, it requires a slight which can only be obtained from early and long practice.

J. Madgshon,
R. Seppins,
G. Palliser,
J. W. Lloyd.

No. 7.

Commissioner Hope's Report on the proposed Regulations for Apprentices.

Enclosure to No. 5.

Chatham Yard, 6th Nov. 1805. } Commissioner's Observations on the Draft of Regulations for Apprentices.

1.

I agree with the proposed Regulations,* that Boys to be entered for Apprentices should be stout, healthy, and have an apparent fitness for the line of duty proposed, for which purpose they should be first examined by the Surgeon to certify that they have no defect, and then undergo the other examination proposed; but I have great doubts if under the present Regulations for Apprentices, Boys will be offered that have had any previous education so as to write, and understand the common rules of Arithmetic; those that were entered in Chatham Yard at first on the new plan, were so far deficient in those points, that a School has been constituted in the Yard to teach them writing and figures, which is done in the evening by the Master Workmen and Foremen, and now no Boy is entered that cannot write his name; yet this gives very little prospect of obtaining, from the present order of Apprentices, Persons in future to fill the higher stations of the profession.

* No. 2.

2.

Observed upon by the Officers of the Yard.

3.

A proper Regulation.

4.

The Officers of the Yard appear to have mistaken this article in their observations on it, as I consider it a book to be kept as a Register of Claimants to choose future Apprentices from, according to their fitness, and not to respect the keeping in order a large body of Youths; and proper to be adopted.

5.

A proper Regulation.

6.

Observed upon by the Officers of the Yard.

7.

When an increase of Apprentices is to take place in the Yard, by order of the Navy Board, the Officers should recommend through the Commissioner the description of Persons pointed out in this article, and in the manner there directed, so that the most deserving Men may reap the benefit of this indulgence in preference to private recommendations.

8.

It might be proper to have a List of Men deserving of Apprentices recorded in the Master Shipwright's Office; that, whenever a vacancy for an Instructor arose, as here pointed out, a deserving Man would be ready to succeed.

9.

Observed upon by the Officers.

10.

Is the present Regulation by order of the Navy Board?

11.

Not complete.

12.

It ſhould be made perfectly clear that the Apprentice, and not the Inſtructor, ſhould receive the earnings for the labour of a Sunday.

13.

Apprentices receiving hurts in the Service, the only caſe in which proviſion is made for ſickneſs, ſhould have a fixed ſum allowed, as it would be a tax on the Commiſſioner's humanity to reduce any ſurplus charge, unleſs exorbitant in the extreme, that an Inſtructor might make for a Boy ſuffering from that cauſe.

14.

Where an Apprentice has no Parent or Guardian to ſupport him, the Inſtructor ſhould ſupply that place, maintain the Boy, and receive the proportion of his earnings, that would otherwiſe have gone to the Parent or Guardian.

15.

Obſerved upon by the Officers, who ſay at the end of their Obſervation, that Shipwrights employed overſeeing Ships building in the Merchants Yards are now allowed two Apprentices. It is my opinion that no Perſon out overſeeing ſhould have an Apprentice; a compenſation ſhould be made to him in lieu, for the Workmen conſider the Apprentices on the preſent plan as a clog to them in the firſt years of their time, though they receive a proportion of their earnings; how then can you expect to get Inſtructors for the Apprentices of Perſons out overſeeing, who are to receive no benefit therefrom?

16.

A proper Regulation.

17.

Obſerved upon by the Officers.

18.

A proper Regulation.

19.

The names of the Apprentices always follow the name of the Inſtructor, and the Boy paſſes through the Pay-room when his Inſtructor is paid, as the payment of the Yard is conſidered as the quarterly muſter of the Yard before the Commiſſioner; but, with reſpect to the latter part of this article, the penalty of being diſcharged the Service ſhould be attached to the Inſtructor, if he preſumes to bring any other Perſon than the actual Apprentice who was originally recommended and certified to the Board; for it is impoſſible the Commiſſioner can be ſo perſonally acquainted with the Boys, as to recollect them at a muſter.

20.

The Inſtructor ſhould at all times take care that the Boys attend their work, and whenever they may be prevented by ſickneſs or malady, they ſhould report it to the Clerk of the Check, that the Surgeon of the Yard may be ſent to ſee that the caſe is as repreſented; but I am apprehenſive a Magiſtrate would pay no attention to the complaint of any perſon relating to an Apprentice, but to the Maſter he is bound to by his Indenture.

21.

When the miſconduct of any Apprentice ariſes from his Inſtructor not paying proper attention to keep him to his duty, and to teach him his profeſſion, this article is very proper; but if the Inſtructor detects his Apprentice in bad practices, ſuch as pilfering in the Yard, a practice but too prevalent among the Boys, or finds him of ſo immoral and vicious a diſpoſition as cannot be corrected, and from his repreſentation, it ſhall, on thorough inveſtigation, be found neceſſary to diſcharge ſuch Apprentice, the Inſtructor ſhould in this caſe, have immediately another ſervant entered to him, or elſe it might operate, as ſtated in the Officers Obſervations, to prevent the Inſtructor from making his complaint.

22.

Obſerved upon by the Officers; in addition to which I beg to ſay, if in time of Peace it ſhall be thought neceſſary to weed the Dock Yards of old Men, or from other cauſe, there is no method better of ſupplying their place than by rearing of Apprentices, of which the Navy Board muſt judge at the time.

23.

Obſerved upon by the Officers.

(Signed) *Cha^s Hope.*

No. 8.

Letter from Commiſſioner Grey, ſending the Sheerneſs Officers Report on the propoſed Regulations for Apprentices.

Sheerneſs Yard, 9th Nov. 1805.

Gentlemen,

I herewith return you the Draft of Regulations * reſpecting the Apprentices in the Dock Yards, with the Obſervations of the Officers thereon. * No. 2.

I am,
Gentlemen,
Your very humble Servant,
(Signed) *Geo. Grey.*

The Commiſſioners of Reviſion,
&c. &c. &c.

No. 9.

Encloſure to N° 8.

Sheerneſs Yard, 5th Nov. 1805.

Sir,

IN obedience to your Warrant of 25th ultimo, to take into our conſideration the Draft of Regulations † reſpecting Apprentices in the Dock Yards :—

We beg leave to acquaint you we have maturely conſidered each article, and † No. 2. enclоſed is our Obſervations thereon.

We remain,
Sir,
Your moſt obedient Servants,
(Signed) *Charles Duncan,*
Rob^t Jn^o Nelſon,
G. Gainer,
E. Shrubſole.

Commiſſioner the Hon^ble *George Grey.*

No. 10.

Sheerneſs Officers Report on the propoſed Regulations for Apprentices.

Encloſure to N°. 9.

1.

THIS Article in ſubſtance, is now complied with, and goes through the following plan:—When a Boy is offered as an Apprentice, if in the Maſter Attendant or Maſter Shipwright's Department, the Parent or Guardian, with the Inſtructor, bring with them a Pariſh Regiſter of his age, and he is meaſured by the ſtandard fixed in the Office; if he is fourteen years of age, and four feet ten inches high, [neither of which are deviated from, unleſs a Warrant for that purpoſe is given by the Honourable Navy Board] he is ſent to the Surgeon to be examined. If healthy, and fit for His Majeſty's Service, a note is made deſiring the Clerk of the Check to enter him, which the Commiſſioner, after examining him, approves of, and he is then entered, if the Clerk of the Check finds him in all reſpects to be agreeable to the Navy Board's ſtanding Regulations; enquiry being made as to his qualifications in writing, and underſtanding the common rules of Arithmetic, which they are generally deficient in, but their Parents or Guardians promiſe to ſend them to an evening School. If none are admitted but thoſe who can write, and underſtand the common rules of Arithmetic, many Boys of genius will be excluded, who might during their Apprenticeſhip, acquire the neceſſary learning. The Indentures are not filled up and ſigned until the Apprentices have been at leaſt ſix weeks in the Yard, to try how far they are ſatisfied with the trade, but their Apprenticeſhip commences from the day they are entered. From the difficulty that is experienced to procure Boys of the eſtabliſhed height and age, the height being of little conſequence unleſs they have loads to carry, which is principally

principally confined to the Shipwright line, we are of opinion it would be of advantage to His Majeſty's Service, if diſcretionary power was lodged with the Commiſſioner to enter Boys of fourteen years, if they are ſtrong and healthy, and not the height, to all trades but Shipwrights, and thoſe not to be entered unleſs they are four feet nine inches high, and in their fourteenth year.

2.

This is complied with, being agreeable to the new Regulations for Apprentices.

3.

The ſtamping the Indentures is complied with, and we ſee no inſtance in which the enrolment of them will be of any ſervice, as, was the Maſter they are bound to free of any Corporation, they being indentured to him and his Succeſſor, prevents their enjoying that privilege. The Parents or Guardians engage in the Indentures to ſupport them during the whole of their Apprenticeſhip, and to find them in meat, drink, waſhing, lodging, &c. and in all ſickneſs, they being allowed no pay during the time of ſickneſs, or abſence from the Yard, which the Friends are much diſſatisfied at; moſt of them having ſmall incomes, and large families, find it impoſſible to ſupport their Sons, and may apply to the Juſtices of the Peace for relief, who will order the Maſter he is indentured to, to maintain him. Although the Honourable Navy Board, by their warrant of 4th July 1804, ſay, "the Maſters will be ſaved harmleſs by the "Public," it is very unpleaſant for them to be ſummoned before a ſitting of Juſtices for that purpoſe; and frequently may put them to an expence for the ſame, and the Service to inconvenience.

4.

We ſee no objection to this Article; but the wages of the Apprentices are ſo low, we find the Officers and Workmen of the Yard put their Sons to trades out of the Yard, although they uſed, prior to the new Regulations of Servants, to prefer bringing them up in the Yard. The want of Boys in conſequence thereof has been ſo great, that Inſtructors have been ordered Apprentices for two years, before they have been able to procure a Boy of the eſtabliſhed height and age, willing to come into the Yard; when, on the old Eſtabliſhment, Boys were never wanted; we are therefore of opinion the Book will be of little uſe.

5.

If Boys could be procured, theſe Regulations might be very proper; but if the Sons of Shipwrights and Caulkers are to have the preference to their Fathers buſineſs, ſhould not the Sons of Joiners, &c. have the preference, if they choſe to follow their Fathers trade?

6.

We ſee no objection to it as far as relates to this Yard; but the Smiths are allowed their Servants on the old Eſtabliſhment.

7.

Every Officer would certainly feel himſelf reſponſible for whoever he may recommend, as to his general good character as a Workman, and conduct in the Yard. The loſt time is always ſtated in the recommendation of deſerving Men for Apprentices, and the time he has been in the Service. The Officer recommending as above, cannot feel himſelf reſponſible for the ſobriety and good morals of ſuch perſons out of the Yard, as their conduct may ſeldom or never come under their notice. The clauſe reſpecting the ill behaviour of the Inſtructor is certainly very proper, but no Liſt of Perſons entitled to Servants is kept in this Yard.

8.

We are not able to judge how far the Indentures are legal, the Apprentices being bound to the Maſter and his ſucceſſor; all other Indentures are to the Maſter, his Heirs, Executors, &c. If any Inſtructor is lent to another Yard for a ſhort time, we ſhould ſtrongly recommend the Apprentice not to go with him, as it would be of much hurt to their morals, (thoſe lent to this Yard, for want of lodging, having been obliged to live at public houſes) and little uſe to the Service: it muſt always be the wiſh of the Officers to keep the Inſtructor and Apprentice as much connected as poſſible.

9

The Apprentice ſerving the time he has loſt, after the expiration of the ſeven years, is very neceſſary; but if he is truly ſorry for his error, it would be better for the Commiſſioner to have power to mitigate his puniſhment; the Inſtructors have no command over the Apprentices out of the Yard, nor are they, in our opinion, authorized to act in any way by Law.

10. Should

10.

Should not the Commiſſioner have diſcretional power to order his entry?—By a Clauſe in the Indenture, they are only to ſerve the time loſt by idleneſs over again.

11.

Can make no Remarks on.

12.

As no perſon is employed in the Yard on a Sunday, unleſs the neceſſity of the Service requires it, we are of opinion the young Apprentices ſhould not be exempted, as the duty performed by them muſt often be performed by the Inſtructors themſelves, and thereby retard the Service in the fetching of Treenails, Wedges, ſmall ſtores, &c. and in the getting out and taking care of Boats, &c.

13.

No pay or ſubſiſtence money being allowed an Apprentice if abſent from the Yard, even in ſickneſs, we do not ſee what is to be ſtopped from the Parent or Guardian, and applied to the uſe of the Apprentices, and the Inſtructor cannot, by any legal authority, take him from his Parent or Guardian, he being indentured to another perſon, and very few of the Inſtructors have room or accommodation to take them to their own houſes.

14.

If the Relations are not able to maintain the Apprentice, 1-3d of the wages at preſent allowed is very inadequate to ſupport him. The forcing the Inſtructor to maintain him would be a great hardſhip, as the whole of his wages in the early part of his apprenticeſhip are not equal to his ſupport, and it will prevent any one taking charge of him. The Inſtructor ſhould certainly ſee the Apprentice kept ſtrictly to his duty in the Yard, and not ſuffer him to be otherwiſe employed.

15.

The firſt part is thoroughly underſtood by the new Regulation of Servants. As the ſucceeding Inſtructor will receive 2-3ds of his wages at the pay of the Yard from the time of his being transferred only to him, we do not ſee how he can be liable to any debts contracted by his predeceſſor. It is underſtood, by the preſent Regulations for Apprentices, that Sub and Pro-Quartermen of the Shipwrights and Caulkers, the Converters and late Timber Meaſurers to the Maſter Shipwright, who are employed under the Timber Maſter, the Foremen of the Joiners, Houſe Carpenters, and Bricklayers, are entitled to two Apprentices on the new Eſtabliſhment inſtead of one on the old; all the Foremen of the Smiths have their Apprentices on the old Eſtabliſhment. It is not yet determined how many Apprentices are to be allowed the Foreman of the Sailmakers, who was allowed two on the old Eſtabliſhment.

16.

The allowance on account of Chips is now made to all Apprentices except the Sailmakers, and is paid to them, and conſidered to be their property, unleſs it is directed to be ſtopped for any improper conduct.

17.

Many diſadvantages attend having too many Apprentices in one Gang of the ſame time of ſerving; if it were arranged to keep up the number by entering Apprentices at regular times, it would be of advantage to His Majeſty's Service.

18.

This is at preſent complied with; and it would be a great diſadvantage in bringing the Youths forward, and to the Service, if the Maſter Shipwright was prevented employing them in any way that will make them more perfect maſters of their buſineſs.

19.

This at preſent is ſtrictly complied with.

20.

On the Apprentice being abſent, the Inſtructor ſhould enquire the cauſe thereof, and report it to the Clerk of the Check; or, we think it would be better if to the Maſter Shipwright or Maſter Attendant, whoſoever department he is under; and, if it is diſcovered that his abſence is from improper cauſes, the perſon he is indentured to muſt take him before the Magiſtrate to deal with him according to Law, as the Magiſtrate does not know the Inſtructor, reporting the proceedings to the Clerk of the Check.

21.

This article, as far as we are able to judge, appears a proper regulation.

22.

This appears a proper Regulation.

23.

The confining Apprentices to work the laſt year of their time to Caulking is a great injury to them, in preventing them from being competent maſters of the Shipwrights trade; we are fully of opinion they ought all of them to be able to caulk, and the 5th or 6th year of their time would be better ſpared for them to learn that trade than the 7th year. They now produce a certificate to the Maſter Shipwright and Clerk of the Check, ſigned by all the Officers they have worked under, that they are qualified for the Shipwright and Caulkers branch of buſineſs, which is lodged with the Clerk of the Check.

(Signed) *Charles Duncan.*
Robert Jn° Nelſon.
G. Gainer.
E. Shrubſole.

No. 11.

Letter from Commiſſioner Sir C. Saxton, incloſing the Portſmouth Officers Report on the propoſed Regulations for Apprentices.

Portſmouth Dock, 10th Nov. 1805.

Gentlemen,

* No. 2. BY this poſt I return the Regulations* propoſed for the arrangement of the ſeveral Apprentices belonging to this Dock Yard, and have incloſed with it the ſuggeſtions and opinions of the reſpective Officers upon the ſubject. As to my own ideas, after the very ſhort time I have had to peruſe and conſider them, (they not having been returned to me by the Officers before yeſterday noon) therefore, as there appears but very little *material* to obſerve upon, I ſhall beg to leave them to the conſideration and correction of the Commiſſioners, with remarking only that I conſider the Apprentices, and particularly the Shipwright Apprentices, a moſt promiſing body of young Men, likely to fulfil the higheſt expectations of Government; and that, whenever it may be deemed proper to make any augmentation of Shipwrights to the Yard, it would be a greater encouragement and ſtronger ſtimulus to the deſerving Men, particularly Shipwrights and Smiths, to have theſe marks of approbation conferred more frequently, though they ſhould be fewer in number at a time than has hitherto been the practice; their hopes would be ever before them, and their activity kept conſtantly alive to merit an indulgence, apparently not far removed from their reach.

I am,
Gentlemen,
Your moſt obedient
humble Servant,
(Signed) *C. Saxton.*

Commiſſioners for Reviſing,
&c. &c. &c.

No. 12.

Encloſure to No. 11.

Portſm° Yard, 9th Nov. 1805.

Sir,

† No. 2. IN obedience to your order of the 25th ult°, accompanying a draft of Regulations † reſpecting Apprentices in the Dock Yards, directing us to take the ſame into our mature deliberation, and to ſtate our opinion on each article, and alſo to ſignify all ſuch further Meaſures or Regulations on the ſubject, as in our judgment will tend to the benefit of His Majeſty's Service, and at the ſame time give due encouragement to Parents and Guardians to place Apprentices in the Dock Yards.

We pray leave, after the moſt mature deliberation, to ſtate, that not being able to trace the connection of the Regulations before us with the other Improvements intended to be brought forward for the good of His Majeſty's Service, we do not perceive the ſuperior advantages likely to ariſe from them beyond thoſe which have been heretofore eſtabliſhed; we can therefore only offer, with the greateſt deference, our humble opinion on the ſeveral Articles as they bear on, and appear to be connected with, each other.

This

1.

This Article being conſidered as the baſis of the Regulations, we have no remarks to make on it.

2.

The Names of the Parents or Guardians who are to receive a portion of the earnings, are now inſerted in the Pay-books, at the end of the different trades, agreeably to the Regulations dated 10th December 1802.

3.

The obligation on the Parent or Guardian to ſupport and maintain, &c. ſhould be ſtrong and ſatisfactory, and it is ſubmitted whether there ſhould not be Bondſmen, as a ſort of collateral ſecurity, to the terms of the Indenture being complied with.

4.

We have no obſervations to offer on this Article.

5.

To the Liſt mentioned in this Article, we preſume may be added the Sons of Painters, Blockmakers, or any other deſcription of Perſons belonging to the Yard, in preference to perfect Strangers to it. We have not perceived it to have been before ſtated, that the Navy Board are to have any charge of examination of Apprentices. We pray leave in this place to ſtate, that it has been found by experience a much greater difficulty has exiſted in procuring Boys for Apprentices to Smiths, than to any other trade; and that a greater allowance has been always made to them by their Maſters out of their wages. It is therefore humbly recommended, conſidering the great inconvenience ſuſtained by the Service, owing to the deficiency in the number of Smiths, that in any new arrangement about to be formed, an encouragement ſomewhat greater than that given to Apprentices to other trades, may be held out to thoſe of Smiths, and alſo until the number of Smiths allowed ſhall be complete; that in addition, to the preſent Eſtabliſhment of Apprentices, ſuch Smiths of good character and ability as Workmen, [and not having Apprentices] having either Sons or Nephews fit and deſirous of becoming their Apprentices, may be indulged by having them entered as ſuch.

6.

To the Liſt herein mentioned, alſo Painters, we preſume may be added, from the circumſtance of not being able to procure a ſufficiency to carry on with advantage the neceſſary Work of this Yard.

7.

The Officers recommending Artificers for the benefit of Apprentices, ſhould certify to their ability, time of ſervitude, loſt time, &c. and to their general good character; but it is not perceived how [or to what degree] they can be held reſponſible for any continuance of their ſobriety, integrity, or good morals. We have not noticed that any of the preceding Articles have directed any thing relative to a Liſt being kept, from which the next in rotation is to be taken. The 8th Article provides that in caſe of ill behaviour, &c. another Inſtructor ſhall be appointed.

8.

We have no obſervations to offer on this Article, ſuppoſing the Indentures *to be duly legal.*

9 & 10.

It appears to us, that the reſtrictions and penalties propoſed by theſe Articles might, in many caſes, be made to bear very hard on Apprentices, and that it will not be always poſſible for Officers, or even the Inſtructors of Boys, to diſcriminate between real and unavoidable ſickneſs, and that induced by idleneſs, or even vice; and we are humbly of opinion, that if by their Indentures, the Boys were to be made to ſerve over again as many days, as [except in caſes of ſickneſs, ſatisfactorily aſcertained] they may have loſt without leave, it would be a ſufficient puniſhment.

11.

12.

This Regulation might prove very inconvenient on many occaſions; and, as we are humbly of opinion that but little good is produced to the Service from working the People of the Yard on Sundays, except occaſionally from neceſſity, or on great emergencies, their attendance ſhould be but ſeldom required; but when they do work, the whole of the Apprentices ſhould attend with the Workmen.

13.

It is thought this Article might be blended with the third, and the proviſions of it ſhould be accurately inſerted in the Indentures.

The

14.

The third Article directs, that the Parent or Guardian *ſhall engage* to ſupport the Apprentice in caſe of ſickneſs, &c. otherwiſe the Boy ſhould be ineligible.

15.

On the latter part of this Article, we beg leave to remark there are ſeveral inferior Officers, as acting Quartermen, Foremen, leading Men, &c. [not having Salaries] who having had conſtantly one Apprentice on the old Eſtabliſhment, have now two on the new one; and ſome having had two conſtantly on the old, have now four on the new Eſtabliſhment, as therein directed. It is alſo neceſſary to obſerve, that the Foremen of the Ropemakers, and the two firſt Foremen of the Smiths, have two Apprentices each, and that the whole of the Apprentices to thoſe two branches are continued [by order] on the old Eſtabliſhment.

16.

We have only to obſerve on this Article, that hitherto the Sailmakers have not been allowed Chip-money, and that the Bricklayers have only 3 *d.* per day; therefore, to give the Apprentices 4 *d.* during the laſt three years appears incorrect, unleſs it be intended to increaſe the Chip-money of the Bricklayers.

17 & 18.

There is no limited number of Apprentices eſtabliſhed for the Companies of Shipwrights, or other Artificers in this Yard, but they are regulated, and as nearly as poſſible equalized at the time of Shoal in every year; ſuch as may be entered between the Shoals are placed in Companies, at the diſcretion of the Maſter Shipwright.

19.

The firſt part of this Article appears to have been provided for in Article 2nd, but we have not obſerved any Article which directs Apprentices to be recommended and certified to the Board. We know of no good reaſon why Apprentices ſhould not appear at the Pay-table, as is here the practice; but we can ſee no motive for the appearance of any others not being in the actual employment of the Yard.

20.

We do not perceive how the Clerk of the Check can *oblige* Inſtructors to enquire carefully into any alledged ſickneſs or malady of Apprentices, or that the Surgeon can at all times, and on every occaſion, conſiſtently with his other duty, viſit them in conſequence of hurt or ailment not contracted at their duty in the Yard. We preſume it may not be always poſſible for any Perſon to diſcover, whether abſence may be occaſioned by idleneſs, vice, or other improper cauſe, and we think it poſſible that Magiſtrates may not be obliged, or perhaps chooſe to puniſh Apprentices, on the repreſentation of Inſtructors, not being their *Maſters*; but the puniſhment of being obliged to ſerve over again [if inſerted in the Indentures,] ſuch time as they may have loſt through idleneſs, might be always inflicted.

21.

We have only to obſerve on this Article, that it may in ſome inſtances bear hard on the Inſtructor, who, although a very good and deſerving Man, cannot inſure the good conduct of his Pupil.

22.

We preſume that this ſhould not attach to the inferior Officers, mentioned in our obſervations on the 15th Article, ſuch as acting Quartermen, Foremen, and leading Men, or they would loſe the only benefit attached to their ſituations.

23.

We beg leave to expreſs our doubt, whether an Apprentice being employed in the buſineſs of Caulking during the laſt year of his ſervitude, will in that time become ſo duly qualified in all the buſineſs of a Caulker, as to juſtify the Maſter Shipwright and other Officers, in giving him a certificate to that effect; and that, ſhould he not be ſo, the moſt valuable part of his Apprenticeſhip will not only be loſt to himſelf and the Service as a Shipwright, but he will not be entitled to be entered at all; which, in many caſes, might cauſe diſſatisfaction and diſguſt, as well as the loſs of many valuable individuals to the Service. We have alſo to remark, that there are at this time, thirty-three Shipwright Apprentices in the laſt year of their time, who performed the Work of Men as Shipwrights, but who, being now employed as Caulkers, are comparitively loſt to the Service; and who, when out of their time, will be inferior as Shipwrights to what they would have been, and but few, or none of them, qualified as good Caulkers.

We humbly ſubmit theſe remarks for conſideration; and whether, if it be thought adviſable to inſtruct Shipwright Apprentices in the buſineſs of Caulking, it might not be better to appropriate the two firſt years of their time to it; thoſe years being of comparatively

comparatively ſmall value as Shipwrights, but which being employed in Caulking might enable them to acquire a ſtrength of arm, and a dexterity at work, which would be always uſeful to them.

We herewith return the Draft of the Regulations as directed.

And remain,
Honourable Sir,
Your moſt obedient Servants,
(Signed) *John Crans,*
N^s Diddams,
Tho^s Grant,
R. L. Moſſe,
H^y Canham,
John Haynes,
P. Martin,
Stephen Johns,
R. Moſbery.

No. 13.

Letter from Commiſſioner Fanſhawe, incloſing Plymouth Officers Report on the propoſed Regulations for Apprentices.

Plymouth Yard, 12th Nov. 1805.

Gentlemen,

I HEREWITH return the Draft of Regulations * reſpecting Apprentices in His Majeſty's Dock Yards; with the Obſervations of the Officers of the Yard thereon; and ſuch Remarks as I have to make on them. * No. 2.

I am,
Gentlemen,
Your very obedient
humble Servant,
(Signed) *Robert Fanſhawe.*

The Commiſſioners for Reviſing, &c. the Civil Affairs of the Navy, London.

No. 14.

Plymouth Officers Report on the propoſed Regulations for Apprentices.

Encloſure to N° 13.

Plymouth Yard, 9th Nov. 1805.

Sir,

IN obedience to your Minute of the 26th paſt, we beg leave to acquaint you that we have taken into our conſideration the Draft of propoſed Inſtructions † for the Apprentices, and the following are the only Obſervations we have to make thereon. Herewith we return you the Draft. † No. 2.

Article 1. With reſpect to Apprentices being propoſed for the upper claſſes of Artificers, we humbly ſignify, that we do not know what is intended hereby, as none of that deſcription are allowed Servants.

9th If this Article is to be a condition upon which Apprentices are in future to be entered, we very much fear it will operate againſt their coming into the Service.

14.

It is humbly ſubmitted in this caſe that the Inſtructor ſhould take care of the Apprentice, and what reaſonable expence he is at, more than was allowed to the Parent or Guardian, to be paid by the Clerk of the Check, as in the preceding article.

We are,
Sir,
Your moſt obedient Servants,
(Signed) *Joſeph Tucker,*
R. Perring,
J. Jackſon,
J. Scott.

Commiſſioner Fanſhawe.

No. 15.

Commiſſioner Fanſhawe's Report on Apprentices.

Encloſure to N° 13.

* No. 2. Regulations * for admiſſion of Apprentices in His Majeſty's Dock Yards.

1.

IT is proper that all perſons propoſed for Apprentices ſhould be examined as to their age, height, perſonal ſtrength, and ability, and freedom from diſeaſe; qualification in writing and arithmetic is alſo deſirable, but its being an indiſpenſible condition is ſubmitted.

The Entry-note for an Apprentice ſhould, when preſented at the Commiſſioner's Office, be accompanied with an extract, ſigned by the Miniſter, of the Pariſh Regiſter, to certify his age, and with a Certificate from the Surgeon to certify his freedom from diſeaſe, and ſhould ſtate his height and other qualifications; and if the Commiſſioner, upon examination of the party, ſhould be ſatisfied thereon, his approbation ſignified by his ſignature on the Entry-note, would become a voucher to the Clerk of the Check for his entry. It is ſubmitted whether, previous to binding by Indenture, a limited time for probation [on either ſide] ſhould not be allowed.

2.

It is ſubmitted whether it would not be more expedient that the Apprentice ſhould be indentured nominally to the principal Officer of the reſpective departments. It ſeems proper that the name of the Apprentice [ſtating his *time of ſervitude*] the name of the Inſtructor, and names and reſidence of the Parents or Guardians, ſhould be noted on the Yard Pay-books.

3.

The propriety of ſtamping Indentures, and of the Expences incident to them, and alſo of the obligation of them, is ſubmitted.

4. }
5. } Submitted.
6. }

7.

Recommendation of an Inſtructor ſhould ſtate his profeſſional and moral character, his time of ſervice in the Yard to which he may belong, his loſt time during the time preſcribed, and the time by ſickneſs, or what other cauſe. In caſe of the miſbehaviour of an Inſtructor, it ſeems expedient that neither the Apprentice nor the Public ſhould ſuffer detriment thereby; but the means for preventing it are ſubmitted.

8.

It ſeems that two things are intended, viz. encouragement to deſerving Artificers, and a ſucceſſion of Artificers for the Public Service, and much care ſhould be taken in framing ſuitable Indentures. In caſe of inability from any cauſe of an original Inſtructor, the Apprentice ſhould be attached to another, under whom the Apprentice ſhould continue to ſerve in whatever Yard ſuch ſubſtituted Inſtructor may be; but in this latter caſe (of removal of the ſubſtituted Inſtructor) proviſion muſt be made for maintenance of the Apprentice, as the Parent or Guardian, to whom a proportion of his earnings is allotted, may continue reſidence in the place where the original Indenture was made.

9.

It was ſuggeſted in the preceding article, that providing a ſucceſſion of Artificers was partly the intention in allowing Apprentices, which purpoſe would in a great degree be defeated by continuing in His Majeſty's Service ſuch as may become habitually idle and diſorderly. The means of getting rid of them is ſubmitted. If difficulty in that point could exiſt, it ſeems expedient that the obligation for additional ſervitude, as preſcribed in this article, ſhould be carefully expreſſed in the Indenture; and it is ſubmitted whether, after expiration of ſervitude, the perſon ſhould have the benefit of the general order for admitting to entry in the Yard perſons having ſerved Apprenticeſhips therein, without ſpecial determination of the Navy Board.

10. See the foregoing.

11. - - - -

12. Submitted.

13.

Medical Aſſiſtance to all perſons belonging to the Yard is provided for in the Surgeon's Inſtructions. The means of providing for Apprentices proper food, and other neceſſaries, in caſe of inability, or refuſal of their Parents or Guardians to do ſo, is ſubmitted.

The

14.

The Foreman and the Quarterman of the Gang in which the Inſtructor may be, as well as the Inſtructor himſelf, ſhould ſee that the Apprentice be kept ſtrictly to his proper duty in the Yard, or in caſes of neglect, ſhould report the ſame to the Superior in the reſpective department. No Apprentice or other Workman ſhould, during the working hours, be employed on any private buſineſs. The Parent or Guardian is ſuppoſed to be a party to the Indenture, and thereby under obligation to provide maintenance for the Apprentice; but in caſe of inability or refuſal, the means to be uſed are ſubmitted, as in the 13th article.

15.

The transfer of an Apprentice in caſe of the diſmiſſion, removal, ſuperannuation, or death of an Inſtructor, receiving benefit from an Apprentice not ſpecially bound to him, and of the conſiderations and obligations ſubſiſting between the parties, is ſubmitted. No Apprentice ſhould be allowed to any perſon having a yearly ſalary, or being on the Liſt for ſuperannuation, or having another Apprentice.

16.

Allowance to Apprentices in lieu of Chip-money is ſubmitted.

17.

It is very proper that the number of Apprentices (and their proportion of ſervitude) to each Gang ſhould be limited. But when an Apprentice is taken from an Inſtructor to be employed otherwiſe than with him, it is ſubmitted, whether the Inſtructor ought in ſuch caſe to be in any degree liable to privation of the benefits allowed to him by having an Apprentice.

18. See the foregoing.

19.

It ſeems proper that the names of Apprentices (as mentioned in the ſecond article) ſhould appear in the Yard Pay-books, immediately following the names of the Inſtructors, who ſhould not be paid the proportion of the earnings of the Apprentice unleſs the latter appears alſo (for the times of payment are times of Muſter alſo.) In Plymouth Yard the Quartermen, as well as the Foremen, attend during payment of their reſpective Gangs to identify the parties, and to give any required information.

20.

If an Apprentice ſhould from any cauſe whatever, abſent himſelf from Muſter, he ſhould be checked, in which caſe the Inſtructor would loſe the benefit of his earnings, and thereby become individually intereſted in aſcertaining the cauſe of abſence. If that ſhould be cauſed by ſickneſs, the Inſtructor ſhould immediately apply to the Surgeon for his proceeding and reporting on the caſe, according to his Inſtructions. If the abſence be from idleneſs or improper cauſe, the perſon to whom the Apprentice ſhould be bound, ſhould jointly with the Inſtructor apply to a Magiſtrate for ſuch legal proceſs as may be deemed proper. In reſpect to additional ſervitude, the obſervation on the 9th article is ſubmitted.

21.

This ſeems very proper if the miſconduct of the Apprentice ſhould be while he be under the immediate controul of the Inſtructor; but otherwiſe (as by 17th and 18th articles) it ſeem hard.

22. Submitted.

23.

It ſeems proper that Apprentices of Shipwrights ſhould become expert in the buſineſs of Caulking alſo, and that they ſhould, when out of their time, produce certificates of ſuch qualifications; but this alſo ſhould be provided for in the Indenture of Apprenticeſhip to a Shipwright. Reference to obſervation on 21ſt article is ſubmitted.

Robt Fanſhawe,
12th Nov. 1805.

No. 16.

QUESTIONS relative to TASK-WORK.

The Examination of Mr. GEORGE PARKIN, Aſſiſtant to the Maſter Shipwright at Sheerneſs; 21ſt and 24th Auguſt 1805.

1.

Mr. Parkin.

ARE the prices ſtated againſt the ſeveral articles in the Taſk-ſcheme, invariably paid for building all Ships of the reſpective Rates therein mentioned, or do the prices vary according to the tonnage of the Ships; and if ſo, at what rate?

The prices of the different articles, 25 in number, deſcribed in the Taſk-ſcheme, are computed on a ſuppoſition, that a Ship of 100 Guns is of the burthen of 2,164 tons, and if the Ship ſhould be in reality of a greater or a leſs tonnage, the price of each of thoſe articles is increaſed or leſſened proportionally, according to the common Rule of Three.

2.

Do you conſider the prices allowed for the different articles referred to in the foregoing queſtion to be computed with ſo much accuracy, as that the ſame profit, or nearly the ſame profit, will be acquired by the Shipwrights employed in the execution of the different parts of the ſame Ship?

I think they are not ſo accurately regulated as to have that effect. The 1ſt, 2d, 3d, and 4th articles, are thoſe which yield the greateſt profit in the execution, and theſe conſtitute what is called the Frame of the Ship.

3.

What are the advantages per man per diem, excluſive of Chip-money, which Gangs, exerting a common rate of induſtry, will probably earn in the execution of each of the 25 articles of Taſk, in building a firſt-rate Ship of the burthen of 2,164 tons?

The average earnings of each article of Taſk, of a Ship of 100 guns; viz.

Articles.		per Diem. s.	d.
1ſt.	$\frac{1}{10}$ over Six Shillings	6	$4\frac{1}{2}$
2d.	$\frac{1}{8}$ - - - - - - - - -	6	9
4.	$\frac{1}{10}$ - - - - - - - - -	6	7
5.	$\frac{1}{10}$ - - - - - - - - -	6	0
6.	$\frac{1}{12}$ - - - - - - - - -	6	6
7.	$\frac{1}{4}$ under - - - - - - - -	4	6
8.	$\frac{1}{4}$ - - - - - - - - -	4	6
9.	$\frac{1}{8}$ - - - - - - - - -	5	3
10.	$\frac{1}{8}$ - - - - - - - - -	5	3
11.	$\frac{1}{13}$ - - - - - - - - -	5	$7\frac{1}{2}$
12.	$\frac{1}{14}$ - - - - - - - - -	5	7
13.	$\frac{1}{8}$ over - - - - - - - -	6	9
14.	$\frac{1}{11}$ - - - - - - - - -	6	6
15.	$\frac{1}{12}$ - - - - - - - - -	6	0
16.	$\frac{1}{5}$ - - - - - - - - -	6	9
17.	$\frac{1}{4}$ under - - - - - - - -	4	6
18.	$\frac{1}{12}$ over - - - - - - - -	6	6
19.	$\frac{1}{4}$ - - - - - - - - -	7	0
20.	$\frac{1}{10}$ - - - - - - - - -	6	7
21.	$\frac{1}{11}$ - - - - - - - - -	6	6
22.	$\frac{1}{10}$ under - - - - - - - -	5	0
23.	$\frac{1}{4}$ - - - - - - - - -	4	6
24.	$\frac{1}{3}$ - - - - - - - - -	4	0
25.	$\frac{1}{3}$ - - - - - - - - -	4	0

4.

Will the ſame proportions hold in the execution of thoſe different parts of Ships, of every different rate?

I think they will.

Are

5. *Mr. Parkin.*

Are there the ſame rates of advantage ariſing from the price per ton for building Ships of different claſſes, as for building a Ship of 2,164 tons; or in other words, is the price per ton, allowed by the preſent Scheme of Taſk-work, ſo correctly and equally regulated, as that there will be equal profit in building ſmall Ships as in building large Ships?

The advantages are not by any means the ſame.

6.

If the preſent prices allowed for the building the different rates of Ships be unequal, what does this their inequality ariſe from, and what more equal mode of aſcertaining the price which ought to be paid, can be ſuggeſted?

According to the preſent Scheme of Prices for Taſk-work, the price is regulated by the tonnage; for example £.3. 1 s. per ton is allowed for building a Ship of the firſt Rate, and only £.2. 12 s. per ton is allowed for building a 50-gun Ship, and £.2. 5 s. 6 d. for building a Sloop. But the labour in building theſe different Ships is not according to that ratio; ſo far from it, that in fact the labour is greater in building a 50-gun Ship, or a Sloop, in proportion to the tonnage, than in building a firſt Rate; and I conceive that a more juſt mode of aſcertaining the prices to be allowed might be found, by paying by the foot in length of the Ships, than by their tonnage. A 74-gun Ship, and a 50-gun Ship have the ſame number of Decks, and the additional labour in conſequence of the difference of the ſize of the Timber is not conſiderable. I would therefore form a baſis of calculation rather on the foot of length, than on the tonnage contents; and I give in the annexed Table the price per foot that I think ſhould be allowed. I have in the ſame Table ſtated what the price will be per ton, in conſequence of this payment per foot.

7.

Can you ſtate the average earnings per diem, between the hours of ſix in the morning and ſix in the evening, of Men employed in building Ships of the ſeveral claſſes by Taſk-work?

The average earnings on a Ship of each different Rate, agreeable to the Scheme of Taſk-work ſettled in 1775, are as follows:

		s.	d.
100 Guns	2,164 Tons	6	0 per Day.
90	1,931	5	7
74	1,620	5	8
64	1,369	5	3
50	1,044	4	3
32	678	5	3
28	594	5	0
20	429	4	0
Sloop	300	3	1

8.

Do you know of any attempts having ever been made to equalize the prices allowed for the ſeveral articles of Taſk; and if ſo, ſtate them?

I do not know of any ſuch attempts.

9.

Do you think that all the parts of a Ship can be divided into any number of articles more definite and diſtinct than they are at preſent, ſo that a fairer Taſk-price may be ſet on each?

I think they are very properly divided at preſent.

10.

Can the quantity of labour required in building a Ship be juſtly eſtimated according to her length; and if ſo, are the breadth and depth, which conſtantly vary, of any material conſideration in the Eſtimate?

The breadth and depth of Ships do not vary ſo much as to make any material difference in the labour.

11.

How many Men, and how many Apprentices, do you compute to be in a Gang?

Fifteen Men and four Apprentices, beſides the Quarterman, who derives no part of his income from the earnings of the Men.

12.

Are Apprentices an advantage or diſadvantage to the perſons in a Gang who have no Apprentices, and for what years of the Apprenticeſhip does ſuch advantage or diſadvantage exiſt?

In the firſt two or three years of the Apprenticeſhip it is a diſadvantage; but

Mr. Parkin.

for the laſt three years it is an advantage, as the Apprentices in thoſe years can perform as much work as Men, and receive a leſs ſhare of the common earnings of the Gang.

13.

What number of Shipwrights in each Taſk Gang are allowed Apprentices?

Any number of deſerving Men in Taſk Gangs may be allowed Apprentices.

14.

Have any Shipwrights more than one Apprentice?

They have not.

15.

How are thoſe Apprentices employed who do not work with the Gang to which their Inſtructors belong, and what means are taken to have proper perſons to inſtruct them, the perſon who has the benefit of their labour not being with them?

No more than four work with each Taſk Gang, and the remainder are employed with Day Gangs, or in the Capſtan-houſe, Maſt-houſe, or Boat-houſe, under the care of Quartermen.

16.

State, as diſtinctly as poſſible, the expence of every kind incurred in building a Ship of each claſs, for labour not included in the Scheme of Taſk-work, deſcribing what this labour is, beginning with the landing the Timber in the Dock Yard, and ſtating every item until the Ship be ready to be launched?

The Timber is raiſed out of the Barge by a Drum Crane, and put on a Cart, in which it is drawn by a team of 4 horſes, and one Man, to the pile; where it is depoſited by Labourers. From 6 to 12 Men are employed in the Drum, according to the weight to be raiſed, and when Capſtans are uſed, there are from 8 to 16 Men employed at them. In unloading and piling the Timber there are from 12 to 24 Labourers employed upon each log. Each log is drawn to the Saw-pit by a ſimilar Team, with the ſame number of Labourers. It is ſawn in the common way by Sawyers, 2 Men to each ſaw, who put it on the Saw-pit, and turn it off ready for the Labourers, who are to convey it to the Dock Sides, or to the Slips where Ships are building; and in this work from 8 to 12 Men, with a team of Horſes, are conſtantly employed for each Ship building. It is then at the ſide of the Ship delivered over to the Taſk Gangs, who begin to trim it to the form of the Moulds and Bevellings, which is part of the Taſk-work. There are from 10 to 20 Scavelmen employed in erecting the Sheers, Ridge-rope, and Tackles, for raiſing the frame. In this work all the Taſk Gangs aſſiſt; and therefore in Ships where there is only one Taſk Gang employed, more extra hands are neceſſary, and this takes up from 2 to 4 days. The ſame number of Scavelmen are employed in aſſiſting in laſhing and raiſing the Stern-frame, ſtem, and knee of the head. This will occupy three days, and, on ſuch particular occaſions, the aſſiſtance of nearly the whole ſtrength of the Yard is ſometimes employed, with the aid of Teams, for half an hour. The Scavelmen are again employed in getting in the Beams of the Orlop, Gun Deck, Middle Deck, Upper Deck, Quarter Deck, and Forecaſtle; alſo the Sleepers, Riders, Hooks, Crutches, and Kelſon. Each Deck of a firſt Rate requires 40 Scavelmen, or Labourers, with 3 teams of Horſes for a day. The ſame number of Men and Horſes will be occupied a day in getting in the Sleepers, Riders, Hooks, and Crutches; and 20 men, with two Teams, will be occupied one day with the Kelſon; but beſides this there are no Scavelmen or Labourers employed, excepting the number of Labourers, from 8 to 12, above-mentioned, who not only convey the Timber to the Taſk Gangs, but alſo aſſiſt in raiſing each piece when trimmed to its place in the Ship. The boiling or ſteaming the plank is alſo excluſive of the Taſk. This occupies two Men conſtantly. Beſides theſe, there are dubbing down the bottom, which in other words is ſmoothing it for receiving the Caulking and Coppering; alſo the Caulking, and ſquaring after the Caulkers, which is in fact a ſecond dubbing, or *reconciling*; ſo as to prevent the edge of one plank from projecting beyond another. All theſe articles are done at preſent either by Day Gangs, or by Job. The laying the Blocks, and fitting the Slides and Bilgeways, Launching, Docking, Coppering, and fitting for ſea, are alſo works excluſive of the Taſk Labour; and all theſe will amount to from ten to twelve Shillings per ton, for large Ships, and from 12 to 20 Shillings per ton for ſmall Ships.

What

17.

What materials are uſed in building a Ship which are not accounted for as part of the Expence of building; and for what ſeveral purpoſes are thoſe materials uſed? *Mr. Parkin.*

In lifting the Timber in its different ſtages, there is Rope for Slings, Parbuckles, Crane-ropes, wear and tear of Cranes and Carts, Handſpikes, Crows, Dogs, and Mauls. In framing the Ship there are a temporary Keel, Shears, Ridge-rope and Tackles, Cleats and Nails; Croſs Pauls and Ribbons, Blocks on the Slip, and Baulks for Skids. In the proceſs of building, there are Baulk Timber for Shores, Spauls, Stage Deals, and Ropes for Staging or Scaffolding, and Wedges for ſhoring and for ſetting and bringing to the hot Plank. In launching, there are uſed Blocks, Sliding Planks, Bilgeways, Nails, Wedges, Ribbons, Shores, Tallow, Soap, and Rope. I ought to add to theſe, that, after a Ship has ſtood ſix months in the frame, which ſeaſoning is found to be neceſſary to render it more durable, the Timbers are apt to warp, and an allowance is commonly made for dubbing the Timbers again, and alſo for erecting Stages for ſetting off the height of the Wales and Gun Deck Clamps.

18.

Does the aſſiſtance of Scavelmen and Labourers given to Taſk Gangs vary in Ships of different rates; and if ſo, what is the cauſe of this variation?

There is no difference.

19.

Would it be of advantage to the Public to have a Dock Yard kept for the purpoſe of building Ships only, carrying on the buſineſs of refitting or repairing Ships in other Dock Yards?

I think it would be of advantage.

20.

State, as clearly as you can, the diſadvantages which ariſe from carrying on the building, fitting, and repairing of Ships in the ſame Dock Yard?

The new and old work being mixed together, the time of the Gangs is much interrupted by their being often called off from one to the other, and it becomes almoſt impoſſible to aſcertain the real Expence of either of them. Indeed, it is known that the Expence incurred on one Ship is frequently ſtated to the account of another. The Men, by being employed entirely in building, would become expert, and every thing would be carried on with more regularity and order.

21.

Are you of opinion that there are the ſame irregularities in the Prices of Job-work, as you have deſcribed in Taſk-work?

I do not think there is ſo great a difference; but there is ſome.

22.

Can you point out ſuch irregularities in aſcertaining the price of Job-work as you think ought to be altered?

The whole of the Job Scheme muſt be conſidered and reviſed before I can anſwer this queſtion.

23.

Do you conſider the Earnings of the Shipbuilders employed in Job-work, to be upon the whole, greater than the Earnings of thoſe employed in Taſk-work?

I do believe they are greater in moſt caſes, and, on further conſideration, I ſhall ſtate what thoſe caſes are, and what I conceive the difference to be, in the Earnings on the different parts of Job-work.

24.

What do you conceive to be the loſt time every day by the preſent mode of muſtering?

About an hour and an half.

25.

Is it your opinion that the care of the attendance of the Shipwrights, who are in Taſk or Job Gangs, might be ſafely entruſted to the Quartermen and Foremen, the Men in each Gang having an intereſt in enforcing the attendance of thoſe joined with them?

I think it may; but I am of opinion that all ought to be called in the evening; and if the Quartermen or Foremen are not capable of keeping the Gangs regularly at their work, they are not fit for their ſituations, and ſhould be diſcharged for neglect. An additional ſecurity may be had by locking the

Mr. Parkin.

the Dock Gates, and not allowing any Artificer to enter after a ſtated hour, and the Quartermen ſhould make a Return of Abſentees to the Maſter Shipwright every morning.

26.

Whether do you think it moſt for the public intereſt, that Shipwrights engaged in Gangs ſhould be allowed to ſhoal themſelves, or that they ſhould be ſhoaled, as at preſent, by the Officers of the Yard?

I am decidedly of opinion that they ſhould be ſhoaled by the Officers of the Yard.

27.

Does it not appear to you that there would be more induſtry excited, by allowing the Men to chooſe thoſe who are to ſhare with them in the advantages to be acquired by their joint labour?

If the Officers ſhoal the Men as they ought to do, according to their abilities, there will be as much emulations between the Gangs and between the Officers, as there would be between the individuals ſhoaling themſelves, and in my opinion, as much induſtry exerted. It is likewiſe my opinion that the Officers are better judges of the abilities of the Men, than the Men are of the abilities of one another.

28.

Would it be practicable, if Men ſhoaled themſelves in the Gangs, to give each ſeparately the exact fair return of his own labour?

It would not.

G. Parkin.

No. 17.

PRECEPT to the Maſter Shipwrights and their Aſſiſtants at Deptford and Woolwich Yards, ſending Queſtions to them reſpecting building Ships by Taſk.

The following Precept was ſent to the Maſter Shipwright and his Aſſiſtants at Deptford Yard, and alſo to the Maſter Shipwright and his Aſſiſtants at Woolwich Yard.

By the Commiſſioners for reviſing and digeſting all Matters connected with the Civil Affairs of His Majeſty's Navy, and for ſuggeſting Improvements thereon.

* No. 18.

WE herewith tranſmit ſome Queſtions * relative to the building Ships by Taſk, to which it is deſirable, that we ſhould be forthwith furniſhed with Anſwers; and you are hereby required to take the ſame into your immediate conſideration, and to report to us your Anſwers in the moſt full and diſtinct manner, with as little delay as poſſible, ſtating your Anſwers ſeparately, in caſe of any difference of opinion.

Given under our hands, at our Office, the 30th Auguſt 1805.

(Signed) *Roger Curtis.*
Wm Domett.
Ambroſe Serle.

No. 18.

Encloſure to No. 17.

Queſtions relative to Taſk-work.

1.

ARE the prices ſtated againſt the ſeveral articles in the Taſk Scheme, invariably paid for building all Ships of the reſpective rates therein mentioned; or do the prices vary according to the tonnage of the Ships; and if ſo, at what rate?

2.

Do you conſider the prices allowed for the different articles, referred to in the foregoing Queſtion, to be computed with ſo much accuracy, as that the ſame profit, or nearly

nearly the ſame profit, will be acquired by the Shipwrights employed in the execution of the different parts of the ſame Ship?

3.

What are the advantages per Man per diem, excluſive of Chip-money, which Gangs exerting a common rate of induſtry will probably earn, in the execution of each of the 25 Articles of Taſk, in building a firſt-rate Ship of the burthen of 2,164 Tons?

4.

Will the ſame proportions hold in the execution of thoſe different parts of Ships of every different rate?

5.

Are there the ſame rates of advantage ariſing from the price per ton allowed for building Ships of different claſſes, as for building a Ship of 2,164 tons; or, in other words, is the price per ton, allowed by the preſent Scheme of Taſk-work, ſo correctly and equally regulated, as that there will be equal profit in building ſmall Ships as in building large Ships?

6.

If the preſent prices allowed for the building the different rates of Ships be unequal, what does this inequality ariſe from, and what more equal mode of aſcertaining the price which ought to be paid, can be ſuggeſted?

7.

Can you ſtate the average earnings per diem, between the hours of ſix in the morning and ſix in the evening, of Men employed in building Ships of the ſeveral claſſes by Taſk-work?

8.

Do you know of any attempts having ever been made to equalize the prices allowed for the ſeveral Articles of Taſk; and if ſo, ſtate them?

9.

Do you think that all parts of a Ship can be divided into any number of Articles, more definite and diſtinct than they are at preſent, ſo that a fairer Taſk-price may be ſet on each?

10.

Can the quantity of labour required in building a Ship be juſtly eſtimated according to her length; and if ſo, are the breadth and depth, which conſtantly vary, of any material conſideration in the Eſtimate?

11.

How many Men, and how many Apprentices, do you compute to be in a Gang?

12.

Are Apprentices an advantage or diſadvantage to the Perſons in a Gang, who have no Apprentices, and for what years of the Apprenticeſhip does ſuch advantage or diſadvantage exiſt?

13.

What number of Shipwrights in each Taſk Gang are allowed Apprentices?

14.

Have any Shipwrights more than one Apprentice?

15.

How are thoſe Apprentices employed who do not work with the Gang to which their Inſtructors belong, and what means are taken to have proper Perſons to inſtruct them, the Perſon who has the benefit of their labour not being with them?

16.

State, as diſtinctly as poſſible, the expence of every kind incurred in building a Ship of each claſs, for labour not included in the Scheme of Taſk-work, deſcribing what this labour is, beginning with the landing of the Timber in the Dock Yard, and ſtating every Item until the Ship be ready to be launched?

17.

What Materials are uſed in building a Ship, which are not accounted for as part of the expence of building; and for what ſeveral purpoſes are thoſe Materials uſed?

18.

Does the aſſiſtance of Scavelmen and Labourers given to Taſk Gangs, vary in Ships of different rates; and if ſo, what is the cauſe of this variation?

19.

Would it be of advantage to the Public to have a Dock Yard kept for the purpoſe of building Ships only, carrying on the buſineſs of refitting, or repairing Ships, in other Dock Yards?

20.

State, as clearly as you can, the diſadvantages which ariſe from carrying on the building, fitting, and repairing of Ships in the ſame Dock Yard?

No. 19.

Deptford Yard, 23d December 1805.

ANSWERS to the ſeveral Queſtions* put to Deptford Officers on 30th Auguſt 1805, relative to the building Ships by Taſk.

* No. 18.

1.

THE prices ſtated againſt the ſeveral Articles in the Taſk Scheme, are not paid for building all Ships of the reſpective Rates therein mentioned, the prices varying according to the exceſs, or otherwiſe, of the tonnage of the various Ships, compared with the preſcribed tonnage for the ſeveral claſſes of Ships; as for example:

Guns.				
100 given tonnage, 2,164 Tons - 1 Art. - -	£.	336	4	0
100 Ville de Paris, 2,351 - - - - -		362	8	0
Difference -	£.	26	4	0

2.

Experience has proved, that the prices allowed for the different Articles, referred to in the foregoing queſtion, are not computed with ſo much accuracy, as that the ſame profit will be acquired by the Shipwrights employed in the execution of the different parts of the ſame Ship. In all claſſes of Ships, invariably, the building the Heads and Sterns have been very diſadvantageous articles to the Shipwrights, as alſo for kneeing the Beams to the ſeveral Decks; while the framing and laying the ſeveral Decks have been found to be very advantageous articles. In order to equalize the earnings of the Workmen, the Officers, as much as poſſible, give to thoſe who may have had the laying the Decks or good Jobs, the Head or Stern, or other articles, paying them at a leſs rate than for ſeveral other articles; neither will it be found in ſimilar articles in the ſame claſs of Ships, that the Shipwrights will acquire the ſame profits, notwithſtanding the quantity of work performed in both caſes ſhall be equal; as for example:

		£.	s.	d.
Gun-Ship				
90 preſcribed tonnage, 1,931 Tons, to complete the Frame, comprizing the 4 firſt Articles -	1ſt.	298	16	0
	2d.	537	17	0
	3d.	373	10	0
	4th.	310	17	0
	£.	1,521	0	0
Guns.				
90. The Princeſs Royal, 1,973 Tons - - -		1,556	13	0
Prince - 1,871 - - - -		1,473	14	0
Difference - -	£.	82	19	0

3.

Unknown in this Dock Yard, no Ship of 100 guns ever having been built here. It having been found advantageous to the Public, as well as to the Workmen, to blend a conſiderable number of Taſk Articles together, ſometimes to the amount of ſixteen or eighteen, by reaſon of the want of Materials to complete each Article in ſucceſſion, as well as to give greater facility to the works of the Ship, by the more advantageous diſpoſition of the Workmen, it will neceſſarily follow, that the ſpecific earnings of the Shipwrights cannot be known; we believe however, that at the earlier part of building Ships by Taſk, the different articles of Taſk were performed ſeparately, or at leaſt more ſo than has for ſome years paſt been the practice. Records in Office may furniſh what cannot at preſent be attained, both on account of the carrying on many Aticles at one and the ſame time, and alſo the blending with theſe articles the fitting the Ships for Sea.

4. The

4.

The Reaſons given in the preceding queſtion will alſo apply to this. It ſeems proper however to add, that ſome caſes have happened in which the Shipwrights, with equal exertions in performance of their work, have found a difference of three times the rates of their earnings. Theſe great differences conſiſt in the articles for building Heads and Sterns of Sloops, and ſmall Frigates, compared with framing and laying Decks for large Ships, and for the articles of Planking.

5.

It has ever been conſidered by the Officers, as well as by the Workmen, that the prices per ton allowed by the preſent Scheme of Taſk-work, for building Ships of different claſſes, are not ſo correctly and equally regulated, as that there will be equal profit in building ſmall Ships as in building large Ships, the ſame exertions being made in all caſes.

6.

The inequality ariſing from the preſent prices allowed for building the different rates of Ships originated, unqueſtionably, in the formation of Taſk-work. We preſume that the profeſſional Officers, who may have been called on to perform ſuch a Taſk, were, at that period, not in poſſeſſion of data ſufficient to enable them to form the various rates for Works, by reaſon that all works were at that time performed by the day. It ſeems therefore probable, that the whole Scheme was formed by eſtimation, on the beſt opinion that could be obtained, by diſſecting the whole of the works, and by affixing thereto a value in every individual piece of work; the rate for which being an eſtimated one, calculated on the time judged requiſite for one Man for the performance of each ſeparate and individual piece of work: conſidering therefore the novelty of the undertaking, it could not but be expected that thoſe Officers would in ſome caſes affix the rates for works too high, and vice verſâ. From the aggregate of theſe works ſo detailed, we preſume the Taſk Articles were originally framed. Since that period very little alterations or corrections appear to have been made; It appears to us not only to be deſirable, but alſo eſſentially neceſſary, that the actual value for Workmanſhip for all the component parts in the conſtruction of Ships, ſhould be as accurately aſcertained as may be; and as it does not ſeem to be practicable to affix the value for building Ships, either by the actual or comparative tonnage, ſo as to pay the Artificers juſtly, either by the building Ships altogether by the Ton, or, what would be ſtill leſs equitable, by ſeparate Taſk Articles or Sections, we would therefore, with ſubmiſſion, ſuggeſt a meaſure that appears to us better calculated for aſcertaining the price which ought to be paid for the building Ships of the ſame and different rates, than by the mode at preſent in practice; viz. that the whole of the Ships of every rate and claſs be diſſected, and every item (or at leaſt as many as poſſible) comprized in the component parts for building them, be fully diſcuſſed and rated as juſtly as poſſible, after taking into conſideration the difference in the value of money at the preſent period, compared with that at the time when the Scheme of Taſk-work was eſtabliſhed; taking alſo into conſideration the prices at preſent allowed for almoſt every article of work performed in Ship-building; making, however, ſuch alterations therein as ſhould appear expedient. It would afford data to ground an opinion, ſufficiently well formed, to enable a more equal mode of aſcertaining the prices which ought to be paid for all, and every piece of work performed in Ship-building. It would afford the means of letting a Ship wholly to be built for a certain and ſpecific ſum of Money, or, ſhould it be judged proper to divide the works into Articles or Sections, an equal and fair rate may be accurately ſet on each; conſequently, in the event of the Workmen being broken off in any ſtage or progreſs of their works, however combined or numerous the articles in hand at the ſame time may have been, the Officers would be enabled to determine with preciſion, the amount of the works performed; the People would be paid indubitably for the whole of their labour, and no more. It would effectually prevent diſcontent and diſputes unavoidably ariſing between the Officers and the Workmen, by enabling them to take the exact proportions of works performed on all unfiniſhed articles. This circumſtance is not unfrequent, and it ſometimes happens, that, by giving too great or too ſmall a proportion of the works performed to the Clerk of the Check, the rate of the Shipwrights earnings for the quarter in which they may have been broken off, will be proportionally greater or leſs than it ſhould have been. Although Government ſuſtains no injury by this want of affixing the juſt proportion of the unfiniſhed works, (no more than the ſpecific ſums being ultimately paid for the completion of the Articles) yet individuals may be, and are conſiderable gainers or ſufferers thereby; by reaſon that if the works ſhould have been over-rated, when the Workmen

Workmen were called off on other Services, they would have been paid in that quarter for works they did not perform; and, as it ſometimes happens, that others finiſh the works which may be ſo overpaid, they muſt of courſe be injured without remedy, and vice verſâ.

7.

We do not think the average earnings per diem, between the hours of ſix in the morning and ſix in the evening, of Men employed in building Ships of the ſeveral claſſes by Taſk-work, can be accurately aſcertained; to the beſt of our knowledge however, we think it might be for the larger claſſes about ſix Shillings, and the ſmaller claſſes under four Shillings per diem.

8.

We do not know of any attempts having ever been made to equalize the prices allowed for the ſeveral Articles of Taſk-work, excepting only an increaſe to the 4th Article for three-decked Ships, per Navy Board's Warrant 31ſt October 1782.

9.

We are of opinion, that all the parts of a Ship can be divided into Sections or Articles, more definite and diſtinct than they are at preſent, and that a fairer Taſk-price may be ſet on each. See anſwer to the 6th queſtion.

10.

The quantity of labour required in building a Ship cannot be juſtly eſtimated according to her length. The breadth, when tonnage may be out of the queſtion, (unleſs extravagant either way) would but little increaſe or diminiſh the labour of the Shipwrights; whereas depth would be a very material conſideration in the Eſtimate.

EXAMPLES.

	Length. F. I.	Breadth. F. I.	Depth. F. I.	Tons.
Ville de Paris	190. 2½	53. 2¼	22. 2½	2,351.
Queen Charlotte	190. 0	52. 5½	22. 4	2,286.
				65 leſs.

Rate per Ton as per Taſk, £. 3. 1s. on ſixty-five tons, is £. 198. 5s. leſs Money paid to the Workmen for building the Queen Charlotte, than for the Ville de Paris. The works in both may be conſidered the ſame.

	Length. F. I.	Breadth. F. I.	Depth. F. I.	Tons.
Princeſs Royal	177. 6.	50. 6.	21. 0.	1,973.
Prince	177. 6.	49. 0.	21. 0.	1,871.
				102 leſs.

Rate per Ton as per Taſk, £. 3. 1. on 102 tons, is £. 311. 2. leſs Money paid to the Workmen for building the Prince, than for the Princeſs Royal, when the two material dimenſions are perfectly the ſame. The exceſs of one feet ſix inches in breadth in the Princeſs Royal, will make a difference in building theſe two Ships of 3s. 4d. per ton.

Guns.	Length. F. I.	Breadth. F. I.	Depth. F. I.	Tons.
74 Fortitude	168. 6	47. 3	18. 9½	1,645.
Canada	170. 0	46. 9.	20. 6	1,605.
				40 leſs.

Rate per Ton per Taſk, £. 2. 14. on 40 tons, is £. 108. leſs Money paid to the Shipwrights for building the Canada than for the Fortitude, notwithſtanding the Canada is one foot ſix inches longer, and one foot eight inches and a half deeper than the Fortitude.

Guns.	Length. F. I.	Breadth. F. I.	Depth. F. I.	Tons.
64 Ardent	160. 8	44. 7½	19. 4½	1,397.
Sceptre	159. 9	44. 9	18. 0	1,398.

Equal in point of computed tonnage, but a difference of 16½ inches in the very material dimenſion of depth.

Guns.

Guns.	Length. F. I.	Breadth. F. I.	Depth. F. I.	Tons.
44 Woolwich	140. 0	38. 3	16. 10	896.
36 Inconſtant	137. 9	38. 3½	13. 5	890.

Suppoſing the 36-gun Frigate to have been of the ſame length and breadth as the 44-gun Ship, their tonnage would of courſe have been the ſame. Suppoſing each to have 1,000 tons, rate per ton for building as per Taſk Scheme, 44-guns at £. 2. 9*s.*, the Frigate at £. 2. 8*s.* per ton, making an exceſs on the 44-gun Ship of £. 50. only. We would beg to obſerve that the Frigate is 3 feet 5 inches leſs in depth than the 44-gun Ship, in addition to which the 44-gun Ship has an Orlop Deck ſimilar to Line of Battle Ships, their Gun Decks, permanent fighting Decks, laid with Oak Plank, a whole tier of Gun Ports more than the Frigate; conſequently the rate per ton for building theſe claſſes of Ships cannot be juſtly made from the foregoing Statements. We are of opinion that no juſt rates can poſſibly be framed for building the various rates and claſſes of Ships, either by taking the eſtimated tonnage, or the length of the Ships, for the ground-work on which the prices ſhould be calculated.

11.

The Gangs or Companies of Shipwrights in general conſiſt of fourteen Men, and from 4 to 6 Apprentices. The number of Men in a Gang, compared with Servants, will vary in proportion to the numbers of each borne in the Yard. A Gang has uſually been conſidered to amount to twenty, including the Quartermen.

12.

The Apprentices belonging to the ſeveral Gangs of Shipwrights are unqueſtionably a diſadvantage to thoſe perſons who have no Apprentices, during the firſt three or four years of their ſervitude. It has been found, with very few exceptions, that Apprentices do not take half a Man's ſhare of work before one-half their time of ſervitude; as the rate of deductions from the Men's earnings on account of works performed by Apprentices bear a proportion of their daily rate of pay, to that of the Shipwrights, it will be found that no benefit can ariſe to the People not having Apprentices until half of the ſervitude of the Apprentices ſhall have expired. For inſtance, a Servant, in the 4th year of his ſervitude, is rated at 1*s.* 6*d.* per diem; Shipwrights at 2*s.* 1*d.* Then, if 2 boys perform one Man's ſhare of work, it will be as 3*s.* is to 2*s.* 1*d.*; and if the People and Servants taken together are earning at the rate of treble time, or 6*s.* 3*d.* per diem for the Man, the rate of the Apprentices earnings will be 9*s.* per diem; but for the 5th, 6th, and laſt year of ſervitude of the Servants, the People will be gainers in the proportion of 1*s.* 10*d.* to 2*s.* 1*d.* per ſingle day.

13.

We are not aware that any Regulations or Allowance was ever given for Shipwrights in Taſk or other Gangs, to have Apprentices. Shipwrights having Servants by order from the Navy Board, when choſen into Taſk or Day Gangs, take their Boys with them, provided however, the Gang does not exceed four or five Apprentices.

14.

It has been judged expedient to employ ſuch Apprentices (who, from the number, could not be placed in Taſk and Day Gangs) in companies ſeparate from the other Gangs, on ſuch works as was ſuited to their abilities; that is to ſay, on the building ſmall Veſſels. Thoſe Gangs of Apprentices (two in number) are ſuperintended by Quartermen, who beſtow great pains in teaching them their buſineſs. Theſe Boys are kept much more ſtrict to their duty, and are infinitely better inſtructed in general than they would have been under their Teachers; by reaſon that the Quartermen appointed to ſuperintend them muſt pay their whole and unremitted attention in the inſtructing thoſe Apprentices, who, from being in general young in their ſervitude, and Apprentices to Government, require the ſtricteſt attention in order to keep them to their work. This we have reaſon to believe is much more effectually done by their being collected into ſeparate Gangs, than if diſtributed into the Taſk and Day Gangs; for, when ſo diſtributed, their Quartermen find it not poſſible to keep them either in good order, or ſtrictly to their duty. Their being alſo unable to take any portion or ſhare of work, they are not ſo immediately miſſed by their Quartermen when abſent and idling from their Gangs; and, as a number of thoſe Boys cannot be placed with their Teachers, on account of their being ſelected and detached from their brother Workmen, for their particular fitneſs and ſuperior abilities, in order to be placed in ſituations of truſt, thoſe Boys are unfortunately at a loſs for an Inſtructor;

the Quartermen finding it a taſk ſufficient in itſelf to look after the Men; and the Men cannot be perſuaded that it is their intereſt to look after and inſtruct the Boys ſo as to keep them to their work; alledging, the loſs of their own time, by ſuch a meaſure, is of more value to themſelves than the profits they would be likely to gain by the Boys. The advantages that may be reaſonably expected to be received by the Apprentices, and the Public, when formed into Gangs, are as follows: a certainty of their being inſtructed by their Quartermen in the beſt and moſt ready methods for their performing their various works; they are each allotted a portion of work, which they are certain will be conſtantly inſpected by the Quartermen; they will be immediately miſſed on abſenting themſelves from their work; they will feel ſtrongly ſtimulated to ſurpaſs each other, both in regard to the quantity of work performed, as well as for the manner in which it was executed, in hopes thereby of gaining credit, and, on particular occaſions, a little indulgence of time from their ſuperior Officers. We have alſo reaſon to believe they will much ſooner be brought forward in their buſineſs, and ultimately make better Workmen, than by their being placed in conſiderable numbers in Gangs with Men, at leaſt during the firſt two or three years of their ſervitude. On this occaſion, we would humbly ſuggeſt the expediency of rewarding ſuch Shipwrights who may, for ſuperior abilities as Workmen, or other good qualifications, be ſelected for places of truſt under the Storekeeper, Timber-maſter, or other Officers, as Draughtſmen, &c. in ſuch a manner as may be deemed adviſable, and let the emolument ariſing from the Apprentice ceaſe.

15.

We know of no inſtance of any Shipwright having more than one Apprentice.

16.

No ſeparate Accounts having ever been kept in this Dock Yard, ſufficiently accurate, by any means to render in detail what may be the expence for labour for each claſs of Ships incurred, for building not included in the Scheme of Taſk-work; we are therefore unable to furniſh a ſatisfactory anſwer to this queſtion. With reſpect to the expence of landing Timber, &c. we beg leave to obſerve, that, if every expence is to be taken into the queſtion, it will follow that the erection and keeping in repair the Cranes, the wear of Ropes, Carriages, Iron Dogs, &c. ſquaring the Timber, preparing for Survey, the actual Receipt by Officers and Clerks, all of which will very much enhance the expence; but in what proportion appears to us impoſſible to ſay. But admitting it to be practicable to trace the expence attending each particular log from its delivery to its uſe, we do not imagine it poſſible to regulate the proportion of expence on each particular converſion ariſing from that log, where the ſeveral parts of the ſame log are uſed in ſeveral ſeparate works or ſervices. If the whole of it were to be uſed on one particular Ship or Work (as is generally the caſe in Merchants Yards) we can ſee no difficulty; but, in a King's Yard, where there are ſo many different ſervices on which materials are uſed, to keep an accurate Account of the real expence can only be done, we conceive, in the following manner, when it will appear that many expences are not accounted for, nor do we perceive how they can be very accurately. Take the quantity of Timber converted in a certain time, or take a certain number of rough logs; find the firſt coſt; add the expence of landing, ſtowing away, getting to the Pits for converſion, ſawing, conveying to the Dock ſide; all of which, being placed to the amount of the firſt coſt, is the real value of the Timber. Then find the nett quantity produced from the ſame ſpecific logs; which nett Timber (however applied) ſhould certainly bear the whole charge. But, to be as nearly accurate as poſſible, we would recommend the whole converſion for one year. By the following analyſis, our meaning will be more fully explained.

F.	£.	s.	d.		£.	s.	d.
Log of rough Oak 75 cont. a.	6	12	0	p. L[d] - -	9	18	0
Landing D° - - - -	0	1	1	- - -	0	1	7½
Stowing away - - -	0	1	1	p[r] 40 F[t]	0	2	0½
Getting to the Pits - -	0	1	1	- - -	0	2	0½
Sawing on the whole log -	11	0	per 50 F[t]		0	16	0
Conveying to the Dock Side, or otherwiſe, nett produce being 37 F[t] - - - - -	1	1	p[r] 40 F[t]		0	1	0
					£. 11	0	8½

N. B. There is no addition for the expence of the Receipt, nor for the uſe of the Cranes, Houſes, Converſion, Meaſuring, &c.

The

The above log produced, on converſion, as follows:

2d Futtock for 74-gun Ship	19 Feet.
Truſsle-tree for a Frigate	8
Carlings not uſed	4
Plank, uncertain when or where uſed	3
Board	2
Slice	1
Nett Timber	37 F^t.

N.B. There is no notice of the value of the Slab, &c.

Therefore, thoſe 37 feet of Timber ſhould bear the whole amount of the £. 11. 0. 8½. but even here there is a difficulty; viz.—There will always be a certain proportion of Timber which will be defective, and conſequently produce leſs than if it was good: again, under ſome circumſtances, it is neceſſary to get Timber to the Pits, and only partly convert it (or, as it is called, ſide it) the remaining piece being ſtowed away till wanted, which will be an additional expence. Upon the whole, there appears to us ſo many items, the more we conſider the ſubject, that an accurate ſtatement of the expence of Timber is impracticable, unleſs the conſumption of one year be collected together, and the whole year's expences incurred in the Timber department be aſcertained in all its different modifications; and even if this was done, as the ſame Men (Labourers) are frequently employed in Maſt-work and on Fir, and the uſe of the Tackles, &c. cannot be confined to one particular ſpecies of Timber, we do not ſee how the proportion of the expence can be regulated, ſeeing that much labour and expence is incurred only in the preparing the articles for exportation; articles which are never uſed in the Yard, and which certainly ſhould not be conſidered as increaſing the expence of the Timber uſed in the Dock Yard: but how to keep them ſeparate we are not able to ſuggeſt. The following are a portion of the multifarious works not included in the Scheme of Taſk: laying off the Ship in the Mould-loft; making Moulds for collecting the Timbers of the Frame; laying the Blocks for the Keel, making Brows, Head, Stern, and other Stages; making Floor Timbers, Tranſoms, &c. ſome of them in two and others in three pieces; trimming Timbers which afterwards prove defective; filling in between Timbers, from the Keel to the Floor Heads; ſcarphing or lengthening Timbers to run up under ports, &c. building Barricadoeing to Quarter Deck and Forecaſtle; trimming and bolting Knee againſt the Tranſoms on the after end of the Dead-wood; letting in Sills, and providing paſſages for foul air; dubbing the Timbers of the Frame fair after ſeaſoning; ſcarphing Stern Timbers to run up to the Taffrail: culling out and pulling in pieces in defective Timber, Plank, &c. trimming and faſtening two additional bends of Riders in the hold; making Foreſtep with two Crutches, and framing it with Carlings; getting in Beams, and laying the Flat or Flooring, and building additional Store-rooms in the Forehold; ſhut in opening Strakes in all the Bulkheads; line and cant the Bulk heads; lay the Flat of the Magazine; copper Bulkheads, and complete the ſame; line the fore and after Platforms, and overhead or Ceilings in the Magazine; line the Bread-room, build Bins, and complete the Store Rooms; build Grating Bulkheads in the Wings; ſhut in openings in the ſide; nail up Hammock Racks, tricing and Dunnage Battens for the Cables; put Coaks in Knees; if Iron Knees are uſed from neceſſity, make Moulds for patterns; trim Fillings between Beams behind Iron Knees; make Moulds for and faſten Straps to the heels of counter Timbers; faſten the lower ſtrake of Gun-deck, Spirketting, and Waterway; ſhut in the opening ſtrake in the Deck, trim and bolt breadth and top Riders if ordered, trim mizen Step on the Gun-deck; let out Lead Pipes for Port Ropes; driving all Ring and Eye and Copper Bolts with concave Punches; trim and fit Port Bars with Wedges and Toggles, trim and fit two ſpare Tillars; make the Ciſterns, and fit the Pumps; trim and knee Skid Beams, lay the Gangways, trim and bolt Chocks for Carronades; dub down the Topſides, Wales, and Bottom; drive buttened Bolts; put up Shores, and ſet up the Ship; take down the temporary Keel; trim and get under the main and falſe Keel, and copper them; lead the Knee of the Head and Gripe, faſten Bolſters to the Hawſe-holes, fillings between the Cheeks and Waſhboards under them; prepare for and complete the Accommodation Grating in the Head; making Moulds for caſting Pintles and Braces; make the Capſtane; fit the Launch; lay the Ways, and launch the Ship.

17. The

17.

The materials uſed in building a Ship, and which are not accounted for as part of the expence of building, conſiſt principally of the Standards to the Ships ſides, fixed Brows and Dams, and the uſe of Implements of all kinds; Blocks for building and launching the Ship; temporary Keel, Bilgeways, ſliding Plank, with other materials uſed in launching the Ship. The uſe of Stores, Stages, Ribbands, Croſs Spauls, and Moulds from the Mould-loft, being little injured by uſe, and ſerving (ſince the abolition of Chips) for ſeveral Ships, we are of opinion a per-Centage only ſhould be charged for each Ship on which they may have been uſed. Thoſe materials, when no longer of any public uſe, ſell when made into lots at a very conſiderable price.

18.

The aſſiſtance of Scavelmen and Labourers given to Taſk Gangs in building Ships of different rates vary conſiderably, by the difference in weight to be removed in the ſeveral claſſes of Ships, and their numbers will alſo vary in proportion to the greater or ſmaller number of Shipwrights employed at one and the ſame time. They aſſiſt the Taſk Gangs in removing ſuch impediments as would obſtruct them in the progreſs of their works, and aſſiſt in carrying on board the Ships heavy materials. They, on all occaſions, aſſiſt in driving Knee of the Headbolts, when driven with the Engine.

19.

We are of opinion a Dock Yard may be eſtabliſhed with advantage to the Public, for the building of Ships only, provided materials could be obtained in ſufficient quantities to keep the Shipwrights conſtantly employed. In the event of ſuch an eſtabliſhment being formed, it is preſumable proviſion would be made to render its abilities equal to the providing a ſupply of new Ships, ſufficient in number to replace thoſe which may be loſt or otherwiſe deſtroyed annually in time of war, without having recourſe to the Merchant Ship-builders, or interfering with the principal fitting Dock Yards. Although we are ſatisfied that a Building Yard would be very advantageous to the Public, by reaſon of many conveniencies and improvements on the preſent Eſtabliſhment obtained from much waterſide ſpace, by forming a convenient Baſon and Combers, and by erecting Cranes, Saw-pits, building Slips, Steam Engines, &c. contiguous thereto, that would not only facilitate the building of Ships, but materially leſſen the expence of labour by the Timber materials laying near the Saw-pits before converſion, and after converſion ſo very contiguous to the Slips where the materials are intended to be uſed, with other conſiderable advantages reſulting therefrom; yet, from whatever may have been the cauſe, the ſupplies of Engliſh Oak Timber, fitting for the building Line of Battle Ships in this Dock Yard, has for ſome time paſt been ſo inconſiderable, as not to enable the Shipwrights to proceed on with the building them by any means equal to the abilities of the Dock Yard in other reſpects; on which account, with all becoming deference, we have our doubts if Engliſh Oak Timber, fitting for the building Line of Battle Ships, could be procured in ſufficient quantities, ſo regular and timely, as to keep in conſtant employment ſuch a number of Shipwrights and others as ſeem to be requiſite for ſo extenſive an Eſtabliſhment. Should any diſappointment take place in furniſhing materials, which we conceive to be more than probable, the workmen in ſuch caſes, for want of reſources, it is to be feared would ſometimes unavoidably be out of work.

20.

It does not appear, neither are we of opinion that any diſadvantages have ever ariſen from carrying on the building, fitting, and repairing of Ships in this Dock Yard. On the contrary, conſiderable advantages have clearly ariſen to the Public in repairing Ships taken from a ſtate of ordinary, whoſe decayed condition rendered them unfit for ſervice at ſea. Theſe Ships have received large repairs in leſs time, and with much leſs materials, than it could have been poſſible to have built them in the Merchant Yards. Such repairs have been performed with ſingular advantage to the Public, by reaſon, that for want of Timber to carry on the building of Line of Battle Ships, ſuch repairs afforded not only employment ſufficient for the Artificers and others, but it became particularly beneficial to Government, by uſing ſuch ſmall Timber as cannot but accumulate in a Dock Yard where Line of Battle Ships may be building, conſequently both time and Oak Timber are and will be ſaved in ſuch repairs, by reaſon that a great proportion of the lower parts of Ships are found to be perfectly ſound and good. In the event of taking to pieces Ships that may have been taken into a Dock for repair, much uſeful old materials are found; ſuch ſerviceable

viceable Timber as may ariſe therefrom ſhould be carefully laid apart, and uſed in lieu of new Timber on the building new Ships, as well as in repairing them; this, if ſtrictly attended to, would produce conſiderable ſavings to Government: from ſuch circumſtances, it appears to us, that the building and repairing Ships in this Dock Yard would mutually operate in benefiting the Public. With reſpect to the Dock Yards of Portſmouth and Plymouth, we are of opinion diſadvantages would ariſe in carrying on building, fitting, and repairing, at the ſame time in thoſe Yards in time of War, by reaſon of the frequent and great demands for Shipwrights, to repair and make good defects of the Fleet, and at the ſame time carrying on the repairs of ſuch Ships as are conſtantly in the Docks; to comply with thoſe works it has hitherto been found neceſſary to break off the People from Ships that may have been building, ſo as to make it not only very expenſive to the Public, but at the ſame time injurious to the Shipwrights broken off; the cauſe of their being broken off ſeldom admits of any previous notice being given to them, when, of courſe, they muſt leave their work ſo much unfiniſhed as to tend to their diſadvantage. It becomes expenſive to the Public from the frequent breaking and making Stages, occaſioned by the ſudden demands for that article at the Docks, when forms of office would not at all times enable the Workmen to obtain Staging in due time to perform their works, particularly in docking Ships at night, when the new Ships are uſually plundered of their Staging. In time of Peace, when Ships may be laid up in ordinary at thoſe Ports, we are humbly of opinion, the Shipwrights would be much more advantageouſly employed in performing repairs to thoſe Ships in want thereof, than by building new ones. Docks at thoſe Ports have been built at very conſiderable expence to Government, and we are decidedly of opinion that great repairs may be performed on Ships in leſs time, and at leſs coſt, than building new ones. The ſaving that would unqueſtionably take place in the conſumption of all kinds of materials, particularly Oak, in the repairing a number of Ships, compared with the building an equal number of ſimilar Ships, would be found to be great indeed.

It is preſumable, that whatever advantages or diſadvantages may attach to this Dock Yard, will equally apply to Woolwich.

With reſpect to Chatham Dock Yard, on account of its ſituation, we conceive it to be particularly well adapted both for building and repairing Ships, as well in War as in Peace, by reaſon that from its ſituation the works can be carried on with more certainty and regularity than hitherto has been found to be practicable at the Weſtern Yards of Portſmouth and Plymouth.

(Signed) *Henᵞ Peake.*
Jnº Baſtard.
Jnº Hooker.
W. Stone.

No. 20.

Mr. PARKIN's Report upon the Replies * ſent by Deptford Officers, to the Queſtions † put to them on 30th Auguſt 1805.

* No. 19.
† No. 18.

1.

RESPECTING the two Ships of an 100 guns, the one being longer than the other has more length of Keel and Dead-wood, and an additional Floor Timber; on the price per foot, the difference of thoſe Ships on the firſt article is £. 10. which will be found applicable, or much nearer to the difference in the workmanſhip of the two Ships.

2.

This Anſwer will be found in mine to the 3d Queſtion, by each article of Taſk being equalized. Reſpecting the four articles on the 90-gun Ships, by the price per foot, they will be all alike; the difference in the tonnage is by a ſmall difference in the breadth, which makes an increaſe or decreaſe, without any difference in the workmanſhip.

3.

From the ſettling of the Taſk-work, it hath been cuſtomary, in moſt of the Yards, to begin one article before the other is finiſhed, ſometimes on account of the materials not being ready; at other times, it would ſo happen that a number of Men would ſtand ſtill while a few were completing the article.

4.

The reaſon of the Men's rates of earnings being three times more on large Ships than on ſmall ones, is in conſequence of the tonnage having no proportion to the workmanſhip; for in large Ships it pays too much, and in ſmall ones too little; that is, the ſmall ones in each different claſſes of Ships. The different claſſes in building Ships are from 120 to 90 guns (having an equal number of Decks); from 80 to 44 guns, (D°); from 40 to 32 guns, (D°); and from 28 guns to Sloops.

5.

Anſwered in the 4th Queſtion above.

6.

The firſt part is anſwered in the Queſtion, by equalizing the articles of Taſk; that of building them by their actual tonnage would be found quite as erroneous as the nominal or Builders meaſurement. As for the People being called off ſo as to divide the price of work equally, is to be done very equitably by the preſent articles of Taſk, and without any difficulty.

7.

This Anſwer will be found in mine to the 17th Queſtion, or the average earnings of the People on each Ship.

8.

9.

If the articles are divided into a greater number, it would make more confuſion than is mentioned in the third Queſtion; being obliged to take many articles in hand at the ſame time.

10.

If the Ships were to be built by the length, it would anſwer every end, without the complexed addition of either breadth or depth; for Ships of the ſame claſs, differing one or two feet in the depth, is of no material conſequence in a work of ſo great a magnitude, or either in the workmanſhip or labour; for

Example:

If £.30 or £.40. were added for the additional depth, to £. 5,000 or £. 6,000, and then divided equally in the 25 articles, it would not be even felt; to this calculation (on my firſt caſting the Ships by the length) I applied myſelf, and found it of ſo little conſequence as to leave it out altogether; for Ships of equal length very ſeldom differ more than ſix inches or a foot in the depth. The Fortitude and Canada I do not think by any means a fair criterion to judge by, for you will not find at preſent any two Ships in the Navy like them; the 74-gun Ships 1,900 tons, now built, are not deeper than the Canada.

The Ville de Paris and Queen Charlotte differing a few inches in breadth, will materially affect the tonnage, which it has done in the preſent inſtance of building theſe Ships; and it has the ſame effect on the 90-gun Ships.

(Signed) *G. Parkin.*

No. 21.

WOOLWICH YARD.

* No. 18. Anſwers to the Queſtions * put to the Woolwich Officers, on the 30th Auguſt 1805, reſpecting Taſk-work, &c.

THE prices ſtated againſt the ſeveral articles in the Taſk Scheme are paid only where the tonnage of the Ship correſponds with the tonnage therein ſtated; in all other caſes, the prices on the ſeveral articles are either reduced, or advanced, in proportion to the above tonnage.

2.

We do not conſider the prices allowed for the different articles referred to in the above Queſtion, to be computed with ſo much accuracy as that the ſame profit, or nearly the ſame profit, will be acquired by the Shipwrights employed in the execution of the different parts of the Ship.

3.

The advantages per man per diem, excluſive of Chip-money, which Gangs exerting a common rate of induſtry will probably earn in the execution of each of

of the 25 articles of Task, in building a first-rate Ship of 2,164 tons, is herewith transmitted. No. 23.

4.

It appears that the proportion for building Ships of the smaller classes are considerably under those of the larger classes, consequently, the price per ton for building by the present Scheme of Task-work is not so equally regulated, as to produce equal advantage to the Workmen in the several classes of Ships.

5.

Considered in the above.

6.

The inequality in the prices for building the several classes of Ships of the different rates, arises from the disproportion of labour, which is found by experience not to be in proportion to the present prices allowed for building; a more equal mode for ascertaining the prices allowed for building may be estimated, by a comparison of the present earnings of the Workmen on the Ships of the several classes, from which earnings the prices may be regulated, so as to give nearly equal advantage to the Workmen on the several classes of Ships.

7.

The average earnings per diem, between the hours of six in the morning and six in the evening, of men employed in building Ships of the several classes, is agreeable to the particular Statement which is herewith transmitted. No. 23.

8.

The prices allowed for building Ships by the several articles of Task-work were established per warrant, 23d March 1775, since which it appears the prices were attempted to be equalized, copies of which prices are herewith transmitted. No. 24.

9.

The divisions in the several articles of Task, agreeably to the present Scheme, appear to be properly divided; and, in our opinion, no advantage can be derived from any alteration.

10.

The quantity of labour in building a Ship cannot, in our opinion, be justly estimated according to the length; the breadth and depth, which constantly vary, are of no material consideration in the Estimate. In all classes of Ships of the same rates, where the tonnage may be increased by the difference of dimensions, the stated prices for building should, in our opinion, be estimated from the number of Frame Timbers, on which principally depends the labour of the Workmen, as Ships of the same class may have an equal number of Frame Timbers; but by the difference in tonnage, the prices allowed to the Workmen may be more than equal to the difference of labour between the two Ships.

For Example:

The Windsor Castle and Temeraire, Ships of the same class, the former 1,931 tons, and the latter 2,110 tons, allowing an equal price per ton for building the above Ships, the Workmen, by the difference of tonnage, are paid £. 545. 19. more for building the Temeraire than for building the Windsor Castle; and there being an equal number of Timbers in both Ships, the above sum is, in our opinion, considerably more than the difference of labour to the Workmen between the two Ships. On a supposition that the prices for building Ships were estimated from the length instead of the tonnage, there appears a disproportion of price, if paid for at the same rate for Ships of the same classes, which would not be justly estimated in proportion to the labours of the Workmen; for

Example:

The Victory, and Ville de Paris, the former 184 feet long, and the latter 190 feet long, if paid for building by measurement at per foot, in proportion to what is allowed for building at an equal price per ton, the Workmen would be allowed for building the Ville de Paris, more than for building the Victory, £. 215. 4*s*. 6*d*; if paid for by tonnage, the Workmen would be paid £. 512. 8*s*. more than for the Victory, but if paid for by the number of Frame Timbers, the former Ship having 64 and the latter 68 Frames, the difference in building the Ville de Paris, more than for the Victory, would be £. 412. 10*s*. which sum appears to be a just and fair proportion for the difference of labour in the above Ships. By comparing the prices paid to the Workmen for building the Invincible and Constant, 74-gun Ships, the difference of tonnage allows the Workmen for building the Constant £. 504. 18*s*. more than for building the Invincible; but, if paid for by the number of Frames, the Constant having 63 Frames, and the Invincible 62, the difference would be £. 72. 1*s*. 5*d*.

which

which ſum, in our opinion, would be fully adequate to the difference of labour between the two Ships. By the compariſon of the prices allowed the Workmen on Ships of the ſame claſſes herein ſtated, there appears a great diſproportion in eſtimating the labours of the Workmen by the tonnage; and as it is obſerved, the Ville de Paris has four Frame Timbers more than the Victory, and the Centaur only one Frame more than the Invincible; and both in the Ville de Paris and Centaur, nearly the ſame ſum is allowed the Workmen for the difference of tonnage, by the preſent method of payment; and as the ſame diſproportion will ariſe, more or leſs, in all Ships where the difference of labour is eſtimated, either by the length or by the tonnage, propriety of eſtimating the value of building Ships from the number of Frame Timbers, on which principally depends the labour of the Workmen, is ſubmitted for conſideration.

11.

In Taſk Gangs, fifteen Men and four Servants, making in the whole twenty, with the Quarterman, is computed as a Gang.

12.

The Apprentices are conſidered as diſadvantageous to the Perſons in a Gang who have no Apprentices, more particularly in the early part of their Apprenticeſhip, which diſadvantage continues, in a degree, till they advance in their ſervitude to that period when they are able to perform as much labour as other Workmen, which is generally about the time they have ſerved five years of their Apprenticeſhip, after which time no diſadvantage ariſes to the Perſons in a Gang who have no Apprentices.

13.

There is no ſtated number of Apprentices allowed to Shipwrights employed in Taſk Gangs; the benefit of Apprentices to the Workmen is regulated by the general Orders, directed to be obſerved by the Officers in their recommendation, the preference being given to ſuch Workmen, who, from ſuperior abilities, character, and number of children, claim a preference to others; and the Servants to the Workmen are granted indiſcriminately to ſuch who come under the above deſcription, whether employed in Taſk or Day Gangs.

14.

No Shipwrights are allowed more than one Apprentice.

15.

The Apprentices who do not work in the Gangs to which their Inſtructors may belong, are placed under ſome particular Workman to inſtruct them in their buſineſs, who is ſelected by the Quarterman for that purpoſe.

16.

No. 25. The particulars required, herewith tranſmitted.

17.

The materials uſed in building a Ship, which are not accounted for as part of the expence of building, are as follows; viz.

Baulks for Shoring,
Spars and Deals for Staging,
Decayed Topmaſts for Standards,
Nails and Cleats for D°.
Blocks and Falls for Tackles.

18.

The aſſiſtance of Scavelmen and Labourers, allowed occaſionally to the Taſk Gangs, are regulated in proportion to the labour, as the larger Ships require more aſſiſtance to get the materials on board than the ſmaller Ships.

19.

We are of opinion it would be of advantage to the Public to have a Dock Yard kept for the purpoſe of building Ships only.

20.

The diſadvantages which to us appear to ariſe from carrying on the building, fitting, and repairing Ships in the ſame Dock Yard, are occaſioned by the removal of the Workmen from one Ship to another, in which much time is loſt, and the progreſs of the works in ſome meaſure retarded, not only in the Shipwrights department, but in all other branches connected with the Shipwrights; from which it appears, that a regular progreſs on new work, without the frequent removal of the Workmen, (which are the conſequences of a variety of works in the ſame Dock Yard) may ultimately operate as an advantage to the Service.

(Signed) *Edwd Siſon.*
Jnº Knowles.
Wm Sture.

No. 22.—Enclosure to No. 21.

WOOLWICH YARD. A STATEMENT of the Advantages per Man per Diem, exclusive of CHIP-MONEY, which Gangs exerting a common rate of Industry, will probably earn in each of the 25 Articles of Task, in building a first-rate Ship of the burthen of 2,164 TONS.

	Articles.	Rate per Day.
Article - - - - -	1.	0 6 0
	2.	0 6 9
	3.	0 7 0
	4.	0 4 7
	5.	0 6 6
	6.	0 6 6
	7.	0 6 0
	8.	0 5 3
	9.	0 5 0
	10.	0 5 0
	11.	0 5 6
	12.	0 5 0
	13.	0 5 6
	14.	0 5 0
	15.	0 4 6
	16.	0 7 6
	17.	0 6 0
	18.	0 5 3
	19.	0 5 3
	20.	0 6 0
	21.	0 6 0
	22.	0 4 6
	23.	0 5 0
	24.	0 4 0
	25.	0 4 0

(Signed)
Edw^d Sison. John Knowles. W^m Sture.

No. 23.—Enclosure to No. 21.

WOOLWICH YARD. Average Earnings per Diem, between the Hours of Six in the Morning and Six in the Evening, of Men employed in building Ships of the several Classes by TASK-WORK.

	Guns.	Average Earnings per Day.
		s. d.
	100.	5 7½
	90.	5 3
	80.	5 2
	74.	5 0
	64.	4 11
	50.	4 8
	44.	4 3
	38 & 36.	5 0
	32.	4 9
	28.	4 6
	24.	4 0
	20.	3 9
Sloop - - -	- - -	3 6

(Signed)
Edw^d Sison. John Knowles. W^m Sture.

No 24.—Enclosure

Woolwich Yard, 1st November 1805. } COPIES of the Prices for TASK-WORK, established by the present Prices, which were ordered to be allowed

GUNS.	100.	90.	80.	74.	64.	60.	50.
TONS.	2,164.	1,931.	1,615.	1,620.	1,369	1,285.	1,044
Price per Ton.	£.3 0 0	3 0 0	3 0 0	2 11 0	2 10 6	2 9 0	2 7 6
	3 1 0	3 1 0	3 1 0	2 14 0	2 14 0	2 13 0	2 12 0
Article 1.	330 14 0	293 18 0	232 12 0	207 11 0	169 5 0	151 8 0	117 2 0
	336 4 0	298 16 0	236 9 0	218 12 0	173 8 0	161 9 0	126 10 0
2.	595 5 0	529 1 0	440 14 0	433 18 0	357 5 0	320 3 0	254 6 0
	605 3 0	537 17 0	448 0 0	451 4 0	367 0 0	336 8 0	269 8 0
3.	413 7 0	367 8 0	281 11 0	269 14 0	222 9 0	199 0 0	167 6 0
	420 4 0	373 10 0	286 4 0	281 18 0	226 14 0	209 19 0	177 14 0
4.	314 3 0	279 4 0	269 6 0	261 11 0	217 13 0	194 14 0	130 10 0
	334 13 0	310 7 0	290 13 0	275 13 0	229 15 0	208 12 0	143 4 0
5.	324 12 0	289 13 0	242 5 0	223 1 0	183 3 0	163 14 0	126 9 0
	330 0 0	294 9 0	246 5 0	235 16 0	195 6 0	176 8 0	137 12 0
6.	389 10 0	347 11 0	290 14 0	256 2 0	217 15 0	204 12 0	173 11 0
	395 19 0	353 6 0	295 11 0	270 14 0	232 6 0	220 10 0	189 0 0
7.	136 6 0	121 13 0	101 14 0	99 2 0	82 19 0	75 11 0	59 10 0
	152 16 0	136 18 0	115 11 0	121 19 0	100 6 0	92 11 0	77 0 0
8.	285 12 0	254 17 0	213 3 0	210 13 0	183 4 0	170 0 0	138 17 0
	291 0 0	259 11 0	246 4 0	254 0 0	234 19 0	214 0 0	171 17 0
9.	105 16 0	94 8 0	78 19 0	78 18 0	66 0 0	60 2 0	47 2 0
	107 11 0	95 19 0	80 5 0	83 6 0	70 10 0	64 13 0	51 4 0
10.	259 13 0	231 14 0	193 16 0	33 0 0	27 13 0	25 3 0	19 16 0
	280 4 0	249 15 0	210 4 0	—	—	—	—
11.	175 5 0	156 8 0	130 16 0	70 4 0	58 15 0	53 10 0	42 2 0
	178 2 0	159 0 0	133 0 0	77 2 0	65 14 0	60 14 0	48 18 0
12.	259 13 0	231 14 0	193 16 0	185 17 0	159 0 0	147 19 0	114 0 0
	287 0 0	255 11 0	213 0 0	226 2 0	201 10 0	176 8 0	136 9 0
13.	259 13 0	231 14 0	193 16 0	185 17 0	159 0 0	147 19 0	114 0 0
	264 0 0	235 11 0	197 0 0	195 12 0	162 17 0	158 16 0	123 10 0
14.	370 0 0	335 19 0	285 17 0	268 10 0	224 13 0	204 12 0	161 2 0
	376 3 0	341 10 0	290 12 0	288 12 0	245 13 0	225 5 0	180 17 0
15.	90 17 0	81 2 0	67 16 0	66 1 0	55 6 0	50 7 0	39 13 0
	92 7 0	82 9 0	68 18 0	69 9 0	58 12 0	53 18 0	42 16 0
16.	389 10 0	347 11 0	290 14 0	264 7 0	217 15 0	198 6 0	156 4 0
	360 0 0	323 6 0	257 12 0	246 0 0	205 8 0	194 15 0	160 12 0
17.	162 6 0	144 16 0	121 2 0	103 5 0	86 8 0	78 14 0	59 10 0
	195 10 0	176 14 0	144 11 0	132 6 0	114 8 0	105 1 0	78 18 0
18.	129 10 0	115 17 0	96 18 0	82 12 0	69 2 0	62 19 0	49 11 0
	126 13 0	113 15 0	91 10 0	88 0 0	80 6 0	69 10 0	55 18 0
19.	175 5 0	156 8 0	130 16 0	128 0 0	117 10 0	107 0 0	84 6 0
	160 3 0	144 0 0	120 19 0	125 10 0	117 12 0	110 12 0	90 4 0
20.	402 10 0	359 2 0	300 7 0	293 6 0	241 18 0	220 7 0	173 11 0
	381 4 0	339 1 0	281 7 0	293 9 0	257 12 0	239 3 0	188 6 0
21.	292 3 0	260 13 0	218 0 0	—	—	—	—
	297 0 0	265 0 0	221 12 0	—	—	—	—
22.	64 18 0	57 18 0	48 9 0	41 6 0	35 0 0	31 9 0	24 16 0
	66 0 0	58 17 0	49 5 0	43 8 0	37 0 0	35 14 0	26 17 0
23.	194 15 0	173 15 0	145 7 0	136 6 0	114 1 0	107 0 0	86 15 0
	210 0 0	194 12 0	161 15 0	150 4 0	115 16 0	109 12 0	88 18 0
24.	129 16 0	115 17 0	96 18 0	86 15 0	69 2 0	62 19 0	52 1 0
	147 19 0	130 16 0	106 10 0	100 2 0	79 0 0	67 7 0	56 6 0
25.	240 15 0	214 18 0	179 13 0	5 5 0	121 19 0	110 17 0	87 10 0
	211 15 0	185 11 0	149 15 0	145 2 0	124 14 0	114 0 0	92 10 0
£.	6,492 0 0	5,793 0 0	4,845 0 0	4,131 0 0	3,456 14 0	3,148 5 0	2,479 10 0
	6,600 4 0	5,889 11 0	4,925 15 0	4,374 0 0	3,696 6 0	3,405 5 0	2,714 8 0

(Signed) *Edwd Sison.* *John Knowles.* *W. Sture.*

to No. 21.

Honourable Navy Board's Warrant of 23d March 1775; distinguishing, in Red Ink, the the Workmen per Warrant, 3d May 1776; viz.

44.	32.	28.	20.	Sloops.	
879.	678.	594.	429.	300.	
2 5 0	2 4 0	2 4 0	2 3 0	2 0 0	
2 9 0	2 8 0	2 7 6	2 7 0	2 5 6	
98 4 0	93 6 0	86 9 0	60 17 0	39 7 0	
105 7 0	99 7 0	91 7 0	64 4 0	42 5 0	
213 5 0	172 13 0	159 18 0	112 11 0	72 16 0	
224 17 0	181 8 0	167 8 0	119 0 0	78 10 0	
140 6 0	107 6 0	99 8 0	69 19 0	45 5 0	
148 6 0	113 12 0	104 12 0	74 10 0	49 6 0	
109 0 0	93 6 0	86 10 0	60 18 0	39 7 0	
118 17 0	99 6 0	91 8 0	65 5 0	43 6 0	
98 17 0	62 12 0	53 11 0	36 17 0	24 0 0	
107 5 0	68 0 0	57 12 0	40 2 0	27 0 0	
138 8 0	119 6 0	109 15 0	77 9 0	50 8 0	
150 2 0	129 12 0	120 0 0	86 6 0	58 11 0	
47 9 0	23 17 0	—	—	—	
62 0 0	27 0 0	—	—	—	
112 14 0	89 9 0	78 8 0	56 7 0	36 0 0	
136 4 0	103 19 0	87 14 0	64 15 0	41 15 0	
37 15 0	- - -	- - -	- - -	- - -	To be performed with the 11th Article, they being so short a time performing.
40 16 0	- - -	- - -	- - -	- - -	
15 16 0	10 8 0	9 2 0	6 9 0	4 4 0	
—	—	—	—	—	
33 12 0	25 7 0	25 2 0	20 5 0	14 8 0	
39 10 0	30 13 0	30 0 0	27 0 0	20 18 0	
94 18 0	74 11 0	65 6 0	46 2 0	30 0 0	
119 2 0	109 0 0	93 4 0	71 18 0	53 2 0	
94 18 0	89 9 0	78 8 0	64 11 0	42 6 0	
102 8 0	96 11 0	81 15 0	67 8 0	44 10 0	
128 11 0	110 7 0	96 14 0	68 5 0	44 8 0	The Cattheads to be annexed to this Article, as, in some Ships, it cannot be complete without them.
144 14 0	136 3 0	118 4 0	84 6 0	60 18 0	
—	—	—	—	—	
—	—	—	—	—	
124 11 0	104 8 0	91 9 0	55 6 0	36 0 0	
125 19 0	101 3 0	85 6 0	50 2 0	30 5 0	
45 9 0	19 7 0	16 9 0	11 19 0	7 16 0	
56 6 0	23 14 0	22 15 0	17 0 0	14 18 0	
39 11 0	29 16 0	26 2 0	18 8 0	12 0 0	In 32-gun Ships and downwards, the 17th, 18th, and 19th Articles to be blended together, they being dependant on each other.
43 5 0	30 3 0	27 14 0	18 14 0	16 5 0	
66 4 0	41 15 0	26 2 0	18 8 0	12 0 0	
70 6 0	35 19 0	22 13 0	17 14 0	15 4 0	
138 10 0	82 0 0	71 17 0	50 14 0	33 0 0	
150 2 0	86 4 0	74 10 0	47 1 0	30 4 0	
—	—	—	—	—	
—	—	—	—	—	
19 16 0	14 18 0	13 1 0	9 4 0	6 0 0	
21 5 0	16 6 0	13 8 0	9 18 0	6 12 0	
69 4 0	44 15 0	39 4 0	27 13 0	18 0 0	
70 9 0	48 6 0	41 8 0	29 13 0	16 17 0	
41 10 0	32 16 0	28 15 0	20 5 0	13 4 0	From the 32-gun Ships and downwards, the 22d, 24th, and 25th Articles may be blended together.
45 13 0	38 6 0	31 13 0	21 14 0	14 10 0	
67 18 0	49 10 0	43 16 0	31 0 0	19 17 0	
70 18 0	52 12 0	47 14 0	31 13 0	17 14 0	This Article is added the 10th from 74-gun Ships, and downwards.
1,977 15 0	1,491 12 0	1,306 16 0	922 7 0	600 0 0	
2,153 11 0	1,627 4 0	1,410 15 0	1,008 3 0	682 10 0	

No. 25.—Enclosure

WOOLWICH YARD, November 1805. } AN ACCOUNT of the Expence of every kind incurred in describing what this Labour is, beginning with the landing of the

ARTIFICERS and WORKMEN.	PARTICULARS of the WORK performed.
Caulkers	Caulking the Decks, Sides, and Bottoms
Oakum Boys	Spinning Oakum, and attending on the Caulkers
Joiners	Imbowing the several Articles prepared by the Shipwrights, building Officers Cabins, Births, &c. making Sashes, planeing Deals, &c.
House Carpenters	Fitting the Magazine and Store Rooms, and planeing Deals
Bricklayers and Masons	Plaistering and whitewashing, and paving the Galley
Smiths	Making all the Iron-work required for the Ship
Painters	Painting the Ship
Plumbers	Casting Hawse Pipes, preparing, fitting the Cistern Pipes and Cocks in the several parts of the Ship
Blockmakers	Fitting Shivers in the fixed Blocks
Carver	Performing all the Carved-work
Tinman	Fitting the Tin in the Galley-light and Stewards Rooms
Pitch-heater	Heating Stuff for Caulkers to pay the Work
Scavelmen	Getting on board the Fire-hearth, Pumps, Capstan, and assisting in getting the Beams and other Materials on-board
Locksmiths and Brazier	Making the Wire Guards for the Magazine, and Copper Bolts and Hinges, soldering the joints of the Copper over the Horseshoe and Dovetail Plate
Labourers	Landing, stacking, and getting the Timber from the Tiers to the Saw-pits, and taking it from the Pits after conversion to the Ship, getting materials on board, and clearing the Ship
Sawyers	Cutting the materials wanted
Teams	Drawing the Timber from the Tiers to the Saw-pits, and drawing the several materials to the Ship

No. 21.

ilding a SHIP in each Claſs, for Labour not included in the Scheme of TASK-WORK, imber in the Dock Yards; and ſtating every Item until the Ship be ready to launched.

GUNS.

100.	90.	80.	74.	64.	50.	44.	38.	36.	32.	28.	24.	20.	Sloops.
£. 910	£. 860	£. 770	£. 730	£. 645	£. 510	£. 440	£. 401	£. 400	£. 340	£. 310	£. 252	£. 228	£. 210
45	42	36	36	34	30	28	26	24	20	18	16	14	12
502	490	454	345	328	293	172	170	167	167	154	148	140	110
205	184	171	151	151	123	90	90	73	73	55	49	49	44
81	70	66	58	50	39	39	29	28	25	24	19	14	13
1,120	1,008	924	812	714	504	406	350	308	266	231	296	182	126
50	45	42	39	36	34	33	31	30	29	26	24	21	16
9	9	8	7	6	5	5	4	4	4	3	3	3	3
55	55	55	52	52	48	48	43	43	43	40	40	40	40
90	90	75	70	64	60	58	56	50	40	30	23	18	16
3	3	3	2	2	2	2	2	2	2	1	1	1	1
12	12	11	10	10	8	8	6	6	6	5	5	4	3
136	136	120	100	90	70	65	50	50	46	38	30	20	14
7	7	7	6	6	5	5	4	4	4	3	3	3	2
802	802	720	615	534	410	383	326	281	251	160	112	96	65
3,218	2,855	2,628	2,203	1,890	1,216	1,090	970	910	728	601	520	416	321
482	352	325	270	211	152	138	127	121	98	76	63	51	37

(Signed) *Edwd Siſon.* *John Knowles.* *Wm Sture.*

No 26.

The following Precept was ſent to each of the Commiſſioners at Chatham, Sheerneſs, Portſmouth, and Plymouth Yards.

BY the Commiſſioners for reviſing and digeſting all matters connected with the Civil Affairs of His Majeſty's Navy, and for ſuggeſting Improvements thereon.

* No. 18. WE herewith tranſmit ſome Queſtions* relative to the building Ships by Taſk, to which it is deſirable that we ſhould be forthwith furniſhed with Anſwers; and you are hereby required to direct the Maſter Shipwright, and his Aſſiſtants, to take the ſame into their conſideration, and report to us their Anſwers in the moſt full and diſtinct manner with as little delay as poſſible, cauſing each to ſtate his anſwer ſeparately, in caſe of any difference of opinion.

Given under our hands at our Office, the 30th Auguſt 1805.

(Signed) *Roger Curtis.* *Wm Domett.* *Ambroſe Serle.*

No. 27.

Chatham Dock Yard, 6th September 1805.

ANSWERS to the Queſtions put to the Chatham Officers, relative to building Ships by Taſk.

SHIPS of each particular claſs are paid for agreeable to the rate per ton expreſſed in the Taſk Scheme, but as the various rate or claſſes of Ships have been conſiderably increaſed in their tonnage ſince the eſtabliſhment of Taſk Articles, the ſum total for building the Ship is the number of tons multiplied by the rate per ton allowed to the claſs which the Ship belongs to. When the Scheme of Taſk-work was firſt eſtabliſhed, a firſt-rate was ſuppoſed to contain 2,164 tons, which, at the rate of £. 3. 1*s* 0*d*. per ton, gave the ſum of £. 6,600. 4*s*. 0*d*. out of which £. 336. 4*s*. was proportioned for the firſt article, ſince which ſome of our firſt-rates contain 2,602 tons, which, at the rate of £. 3. 1*s*. per ton, gives the ſum total of £. 7,936. 2*s*. 0*d*; and that a proportion of the overplus Money, ariſing from the increaſe of the tonnage, ſhall be equally divided to each article, 25 ſums are performed in the Rule of Three, ſtated thus: If £ 6,600. 4*s*. 0*d*. gives £. 336. 4*s*. 0*d*. for the firſt article, what addition will £. 7,936. 2*s*. 0*d*. give, by which means a proportion of the Money gained by the increaſe of the tonnage is equally divided on each of the 25 articles.

2.

We do not conſider the prices allowed for the different articles to be computed with ſo much accuracy, as that the ſame profit will be acquired by the Shipwrights; the 8th article is always conſidered to be the worſt in the Ship, the work being very laborious, and the leaſt Money generally made on it. The four firſt articles of Taſk, are generally conſidered the beſt.

3.

This Queſtion cannot be ſpoke to with that correctneſs that we ſhould wiſh to give our information, for this reaſon; viz. that various articles are in hand at the ſame time, which muſt always be the caſe from the great ſcarcity of Materials, ſuch as Knees, Thickſtuff, and circular or compaſs Timber, for the Frames, Hooks, Crutches, &c. which difficulty we are apprehenſive will rather encreaſe than diminiſh. From the beſt judgment we can form, ſuppoſing the Men to work from ſix to ſix, allowing them one hour and an half for their dinner-times, agreeable to the Taſk Articles, that their daily Pay, taking one article with the other, will amount to about 5*s*. 6*d*. per diem, Winter and Summer.

4.

The ſame reaſon that prevents us from ſpeaking to the 3d article, prevents us from anſwering this.

5.

The ſame rates of advantage are not received by the Workmen on the various claſſes of Ships; all Veſſels below a Line of Battle Ship pay the Workmen conſiderably leſs, with equal exertions, than the Ships of the Line.

6. The

6.

The inequality ariſes, we ſhould imagine, from a ſufficient number of Ships of each claſs not being built when the Taſk Articles were firſt eſtabliſhed, to form a proper judgment; and we ſhould recommend a greater increaſe to be given on all Veſſels below a Line of Battle Ship, than to Ships of the Line.

7.

This Queſtion cannot be anſwered with any degree of correctneſs, for till within theſe few years paſt, the earnings of the Perſons employed on Taſk-work was confined to two-for-one, or 4 *s.* 2 *d.* per diem, if earned, but not to exceed it, which ſum could not at all times be earned on the ſmall Veſſels; and, ſince the orders have been given for the Men to be paid agreeable to the quantity of work performed, a Ship of each claſs has not been built in this Yard.

8.

No attempt has been made, to our knowledge, to equalize the prices allowed for the ſeveral articles of Taſk.

9.

We are of opinion, no good will accrue by the dividing the articles of Taſk under a greater number of heads or articles, for, as they are at preſent divided, a great number are in hand at the ſame time, for which no evil that we are aware of ariſes either to Government or the Men; nor do we know how it could be avoided were there for the reaſons given in our anſwer to the 3d article.

10.

We are of opinion, that as the Ship's tonnage is calculated by the length and breadth, and it may be ſaid depth, as the height of the wing tranſome is taken into the account in calculating the Keel for tonnage; and when the number of tons are found, they are multiplied by the rate per ton allowed for building Ships of each claſs, as explained in our Anſwer to the firſt Queſtion, we conſider nothing can be deviſed more equitable between the Government and the People; for it may be ſaid, that length, breadth, and depth, are taken into the calculation, and the product ſo produced multiplied by a ſtipulated ſum.

11.

The number which forms a Taſk-Gang is twenty, as eſtabliſhed by the Articles of Taſk in March 1775, fifteen Men, four Servants, and the Quarterman, which has generally been attended to as far as circumſtances would admit; but of late years, difficulties have been found in procuring Men for the Taſk Companies, the old work in many inſtances paying better, and the labour not ſo great.

12.

Apprentices may be conſidered as a diſadvantage to the Men till ſuch time as they perform a Man's work, and then they may be ſaid to be an advantage, but not in ſuch a degree as to compenſate for the time ſaved prior to their taking it; but we believe the diſadvantages of the Apprentices was never a ſubject of complaint when the full amount of the earnings was paid to the Maſter, as every ſober Man, in the courſe of time, looked forward to ſimilar indulgences. But ſince a great proportion of their earnings are carried to the account of Government, it is on all occaſions a ſubject of complaint.

13.

The number is not limited, but if they exceed four, they are diſtributed in the Day-Gangs or Companies.

14.

Only one inſtance of this kind has occurred to our knowledge, which was by the Board's Order, to a Perſon out-overſeeing *a Ship* building by contract; they were formerly allowed a Servant on the old Eſtabliſhment, when inſpecting *a Ship*; we ſuppoſe two on the new Eſtabliſhment were given in lieu of the one on the old, the two, in point of emolument, not being more than the one on the old Eſtabliſhment.

15.

When inſtances of this kind occur, it has been the uſage with us to place the Boy in ſome Gang where himſelf or Maſter has a Relative or Friend, who will take upon him the charge.

16.

Were we to pretend to ſtate ſuch an account, it muſt, from the extenſive nature of the Queſtion, be calculated from documents ſubject to error. For inſtance, a cargo of Timber is appropriated to various purpoſes, and even only a certain proportion of each piece, in many inſtances, applied to the Ship-building, of courſe only a certain

a certain part of the expence of landing, ſtowing, ſawing &c. ſhould be charged. To form ſuch an account would be a work of time, and the employment of many Perſons, and after all incorrect; for as before obſerved, only a fractional part of each individual piece, in many inſtances, can be brought to an account; the expence is kept in a general way, with other works of the Yard.

17.

We are aware of none; all Materials uſed on a Ship are brought to an account, and expended on her. The Spawls and Deals that are taken from the Store for Staging are charged to the Ship, though not worn out on her, but are afterwards uſed for other Ships; a charge may then be ſaid to be brought on beyond what ſhould be, and that only a proportion ſhould be expended; but on the other hand, the Ship has the advantage in the courſe of her building of uſing ſuch Materials which were charged on other Veſſels, ſo that it may be ſaid to balance the expence of thoſe immediately expended on her.

18.

The aſſiſtance of Scavelmen vary according to the number of Men employed, and ſize of the Ship; the greater the number of Artificers employed, of courſe the more chips and dirt there is to remove, and the larger the Ships, the greater aſſiſtance required to aſſiſt in getting heavy Materials on board; Shipwrights are by the Taſk Articles, allowed from the Day Companies to aſſiſt in croſſing the Beams of the various Decks, but ſince the employing the Day-Gangs by Job-work, and alſo the great call for Shipwrights, Labourers have been ſubſtituted in their ſtead.

19.

No particular advantage ſtrikes us would accrue to the Public from having a Dock Yard kept for the purpoſe of building Ships only, but on the contrary, we are of opinion diſadvantageous. For inſtance, inferior Timber will in great receipts frequently accrue in the courſe of converſion, which, though not applicable for a new Ship, may be for thoſe under Repair, it being upon a footing with that which remain in; and with reſpect to Workmen, where ſo large a body are collected together, many will be found unable, from various cauſes, to be employed on new work, but are ſerviceable in the repairs and refits of Ships, from the various works which are to be found in the Hull and its appendages; viz. Maſts, Yards, Capſtans, Boats, Tops, Pumps, &c. &c. gives employ to all deſcriptions.

20.

We are aware of none, but the contrary, for the reaſons given in our anſwer to the 19th article.

No. 28.

ANSWERS to the Queſtions (No. 18.) put to the Sheerneſs Officers, relative to building Ships by Taſk.

1.

THEY vary agreeably to the tonnage of the Ship, as pointed out in the following Extract from the Scheme of Taſk-work:—

"In order to continue the ſame encouragement to the Workmen, and to do the juſtice between them and the Crown that is intended in this Scheme, you are to obſerve, that in caſe any Ship of the ſeveral claſſes ſhould be ordered to be built of more or leſs tonnage than is ſtated in the Scheme, the due proportion is to be calculated at the price per ton as ſtated in this Scheme, and to be added, or deducted accordingly, in the reſpective article."

GUNS.										
100.	90.	80.	74.	64.	60.	50.	44.	32.	28.	20.	Sloops.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
3 1 0	3 1 0	3 1 0	2 14 0	2 14 0	2 13 0	2 12 0	2 9 0	2 8 0	2 7 6	2 7 0	2 5 6

2. From

2.

From experience we find a great difference in the earnings of the Shipwrights employed on the different articles of the ſame Ship, but that is in general removed by giving the ſame Shipwright two or more articles to do at the ſame time; and were the ſame Workmen to begin and finiſh the Ship, this inconvenience would be removed.

3.

We cannot ſtate what earnings per Man per diem will probably be in each of the twenty-five articles of Taſk, a firſt-rate having never been built at this Yard; this may probably be aſcertained at Chatham Yard.

4.

As the rate reduces, the prices fall off very much; and the Workmen never make ſo much per day on Ships under 74 guns, as they do on that rate and upwards.

5.

No; the Workmen make more wages per day on Ships above 74 guns; and the rate per ton for ſmall Ships is much too low.

6.

The inequality ariſes from the price per ton for ſmall Ships being too little; and we are of opinion the rate per ton for building Ships ſhould be increaſed.

7.

Only two Ships have been built in this Yard ſince 1784, and they were of 50 guns, and the average earnings of the Shipwrights, when employed from ſix to ſix only, did not much exceed 4 *s.* 2 *d.* per diem.

8.

The only attempt we know of ever having been made to equalize the prices, has been by taking in hand at the ſame time, the articles that pay beſt, with thoſe that are not ſo good.

9.

The Shipwrights work, we are of opinion, cannot be better divided than it is at preſent in the twenty-five articles; ſome of the prices might be altered to pay the Workmen better for the finiſhing the Ships, but as only a few hands are employed thereon, the reſt of the Gang are employed on ſome other part of the Ship; and we do not foreſee any material good would ariſe to the Service from the articles being altered, but the prices to be increaſed for the ſmall Ships.

10.

The quantity of labour can be more properly eſtimated by her length, than by any other way, as the breadth and depth vary but little, unleſs another Deck is added.

11.

One Quarterman, fifteen working Shipwrights, and four Servants, are always conſidered a Taſk Gang: the Day Gangs are made as near them as poſſible, but have generally more Servants.

12.

The young Apprentices are employed in fetching Tree-nails, Wedges, &c. for the Men, as ſuch they are an advantage to the whole Gang: moſt of the Apprentices, for the two laſt years that they work as Shipwrights, take an equal ſhare of work as the Men; as ſuch they are an advantage to them, their wages being calculated at 22 *d.* per day, and the Men at 25 *d.*; but we think it a great diſadvantage to the Apprentices, and to the Service, their being employed their laſt year of their Apprenticeſhip as Caulkers; it would be better to give up the 5th or ſome other year to learn that buſineſs, than the laſt, as they in that year perfect themſelves moſt in their own buſineſs.

13.

No ſpecific number in this Yard. Moſt of them have Servants, they being the moſt deſerving and reſpectable Men.

14.

None but the Sub-quartermen.

15.

Thoſe Apprentices that do not work with their Inſtructors are employed in the Maſt, Boat and Capſtan-houſes, and in the Day Companies, having never more than four young Apprentices in any Gang; the Quarterman is directed to take care that the Perſon he places them with inſtructs them properly, and fourteen of them have lately repaired a ſailing Lighter in this Yard, under the direction of a Sub-quarterman; and going to take another in hand.

16.

Accounts of this kind have never been kept of the expence of building Ships. In making up the quarterly and annual accounts of the expence of each Ship, theſe different items are drawn out to get the grand total; to make which they are only wanted, and have been conſidered as rough accounts, and deſtroyed; the landing of the Timber cannot be diſtinguiſhed, as it is generally carried to the ſtacks, and there left a certain time to ſeaſon; and probably after two years it may go to the Pits and be ſided, and after that lie a conſiderable time in the ſided ſtate: the amount of the labour of the different Artificers and Labourers may hereafter be kept, if it ſhould be wiſhed for.

17.

We know of no Materials uſed in building a Ship, but what are regularly accounted for in the expence of that Ship.

18.

It does; the number of Scavelmen and Labourers ſent to aſſiſt in getting the Materials to hand for the Shipwrights in building a Ship, is always ſettled by the Maſter Shipwright agreeable to the rate of the Ship, the number of Shipwrights employed on her, or the works they have in hand.

19.

We do not foreſee any advantage it would be of to the Public Service to have a Dock Yard kept for building Ships only, as many Materials will ariſe that are unfit to be uſed in building, but are very ſerviceable in repairing of Ships, which would accumulate and be loſt. On a Fleet being to refit, it is a great advantage having a body of Shipwrights to make good their defects, particularly after an Action. The only inconvenience that at preſent attends the building and repairing of Ships in the ſame Yard is, the repairs are in general wanted in a hurry, on which account the new Ships give way to them; but a certain number of Men in each Yard might always be employed in building, and not taken off but on a great emergency.

20.

We know of no diſadvantages which ariſe from carrying on the whole in the ſame Yard.

(Signed) *Rob^t Jn^o Nelſon.*
H. Maddock.

No. 29.

ANSWERS to the Queſtions (No. 18.) put to the Portſmouth Officers, relative to building Ships by Taſk.

1.

THE prices ſtated againſt the ſeveral articles in the Taſk Scheme are invariably paid for building all Ships of the reſpective rates therein mentioned, when the tonnage agree with the Taſk Scheme; but when the tonnage of the Ships to be built exceeds that in the Taſk Scheme, an addition is made to the price of each article, in proportion to ſuch increaſe of tonnage, and a deduction is alſo made in the price of each article, when the tonnage is leſs than what is ſet forth in the Taſk Scheme.

2.

We do not conſider the prices allowed for the different articles to be computed with ſo much accuracy, as that the ſame rate of earnings will be made by the Shipwrights employed in the execution of the different parts of the ſame Ship, as the rate of earnings will be governed in a great degree by a timely ſupply of Materials.

3.

We have not the means of aſcertaining the advantages per Man per diem, excluſive of Chip-money, which Gangs exerting a common rate of induſtry will probably earn in the execution of each of the twenty-five articles of Taſk in building a firſt-rate, but preſume it may be from 5 *s.* to 7 *s.* 6 *d.* per day.

4.

The ſame proportion will not hold in the execution of thoſe different parts of a Ship, of every different rate, as in large Ships it will pay better than in ſmall ones.

5.

The price per ton, allowed by the preſent Scheme of Taſk-work, is not ſo correctly and equally regulated, as that there will be equal profit in building ſmall Ships as in building large ones.

6. The

6.

The inequality, we are of opinion, arifes from the rate per ton for fmall Ships being fixed too low, which, by being increafed, would be obviated.

7.

It does not appear that a Ship of each clafs has ever been built in this Yard between the hours of fix in the morning and fix in the evening, therefore have not the means of ftating what the average earnings would be during that time.

8.

We know of no attempts having been made to regulate the prices allowed for the feveral articles of Task, fince the prefent Scheme dated 3d May 1776.

9.

We are of opinion, that by blending fome of the fmaller articles together, a fairer Task price would be obtained, as for want of Materials, Iron work, &c. it very frequently becomes neceffary to leave an article unfinifhed, and to take others in hand, otherwife the works would be impeded, and the Workmen fuffer a lofs in their earnings.

10.

The quantity of labour required in building a Ship may be juftly eftimated according to her length; the breadth and depth, in that cafe, will not be of any material confequence in the Eftimate.

11.

A Gang is computed at one Quarterman, fifteen Men, and four Apprentices, but there are on an average in this Yard fixteen Men and feven Apprentices borne.

12.

The Apprentices in the three firft years are a difadvantage to the Perfons in a Gang who have no Apprentices, but in the two laft years they are an advantage.

13.

There are no ftipulated number of Shipwrights in the Task Gang allowed Apprentices, they being given to the moft deferving Men.

14.

No working Shipwright has more than one Apprentice.

15.

There are fcarcely any inftances of Apprentices who do not work with the Gang to which the Inftructor may belong, except where the Inftructors are employed under the Timber Mafter, &c. in which cafe they are employed in different Gangs, and the Quarterman having the charge thereof is directed to place them under the care of the beft Workmen, and to fee himfelf that they are properly inftructed.

16.

Vide accompanying Account, No. 30.

17.

The Materials ufed in building a Ship, which are not accounted for as part of the expence of building, are as follows:—the Blocks on which the Keel is laid, temporary Keel, Shores and Standards, Sheers, Spauls, and Deals for Staging, Rope, Tackles, Bilgeways, Blocks, and Slides for Launching, Cleats, Nails and Bolts, for the above ufes, they being liable to be ufed for other purpofes.

18.

The affiftance of Scavelmen and Labourers given to Task Gangs muft neceffarily vary according to the different rates of the Ships, by reafon of the Materials being ufed in their conftruction being heavier or lighter.

19.

We are of opinion it would be of advantage to the Public to have a Dock Yard kept for the purpofe of building Ships only, carrying on the bufinefs of refitting or repairing Ships in other Dock Yards, but we would not recommend the difcontinuing of the refitting or repairing Yards from building, as other neceffary works would admit.

20.

The difadvantage (or impediments arifing to the Service) from carrying on the different works of building, fitting, and repairing of Ships in the fame Dock Yard, are principally the want of a proper and timely fupply of Materials, an adequate number of Workmen, and a fufficient fpace for them to work on, to the greateft advantage; as alfo, for the ftowage of Timber, fo that it may come more readily and lefs expenfively to hand.

(Signed) *N^s Diddams.*
H^y Canhan.
Jn^o Haynes.
Steph^n Johns.
R. Mofbery.

No. 30.—Enclosure

PORTSMOUTH YARD, 14 November 1805. } AN ACCOUNT shewing the Expence of every kind incurred describing this Labour from the landing of the Timber

		GUNS.					
		100.		98.		80.	
Shipwrights	Laying Blocks to build on, fitting a set of Standards to the Ship, making head and side Brows, lining Bulkheads in the Hold and Orlop, fitting the Magazines and Store-Rooms, difference between rough faying Standards and putting Riders, making Half-ports, shoring the Ship, getting under false Keel, dubbing down the bottom and top Sides, bolting Rutts, squaring for the Caulkers, preparing the ways, and launching the Ship	1,244 6 0		1,110 6 6		923 12 6	
Mast-makers	Preparing Flag-staffs, and setting off Work, &c.	6 8 6		6 7 6		6 6 6	
Shipwrights	To make and set Capsterns	60 19 10		59 1 10		61 2 0	
Block-makers	To shiever Blocks, and fit Hand Pumps	6 10 0		6 10 0		6 4 0	
Shipwrights	To fit Chain Pumps	24 2 0		23 17 0		20 3 0	
Caulkers	To caulk Bottom, Decks, and Sides	409 19 5		346 4 10		327 0 0	
Smiths	Cutting off Bolts, making Knees, Chain, and preventer Plates, &c.	914 5 10		890 8 0		675 0 0	
Joiners	Planing Beams, Knees, Deals, working Rails, putting up Cabins, &c.	457 15 0		447 12 0		281 0 0	
House Carpenters	Rabbiting Plank and Deals, making Steering Wheel, &c.	67 1 11		59 0 2		52 10 0	
Plumbers	Fitting Pipes in Quarter Galleries, leading Cisterns, &c.	11 8 0		11 0 0		10 12 0	
Painters	Painting the Ship inside and out	63 0 0		58 0 0		50 0 0	
Bricklayers and their Labourers	Plaistering, whitewashing, &c.	31 1 0		35 4 0		31 12 6	
Scavelmen	Getting up Standards, making Stages, getting Materials on board, and keeping the Ship clean	637 16 0		607 0 0		557 19 0	
Sawyers	Cutting out the Frame, Beams, Knees, Ceilings, and Ledges, edging Thickstuff Plank, &c.	1,163 3 0		1,038 13 3		868 1 3	
Boatswain's Labourers	From landing the Timber to getting it to the Ship for working	769 5 6		737 18 3		598 13 0	
Locksmith	Making Furniture for Magazine and Index Screws	1 3 0		1 3 0		1 3 0	
Brazier	Making Strainers, Rudder Pipes, foldering Horse-shoe and Dove-tail Plates	0 8 0		0 8 0		0 8 0	
Founder	Casting Coates, Spindles, and Plates, making Hinges, &c.	2 7 0		2 7 0		2 3 0	
Treenail Mooter	Prepairing Treenails	54 2 0		48 5 6		40 7 6	
Teams	From landing the Timber to getting it to the Ships for working	710 2 0		681 3 0		552 12 0	
	Total	6,642 4 0		6,170 3 5		5,071 9 3	
	N.B. From the uncertainty of obtaining materials equally alike on all occasions, the Sums stated in this Account will be liable to vary.						

to No. 29.

in building a SHIP of each Class for Labour not included in the Scheme of TASK, in the Dock Yard to the launching of the Ship.

GUNS.

74.	64.	50.	44.	38 & 36.	32.	28.	24 & 20	Sloops.
931 10 0	788 8 6	588 15 0	505 8 0	474 0 0	339 0 0	297 0 0	214 10 0	150 0 0
6 6 6	6 2 0	5 10 3	5 4 6	5 4 6	4 13 3	4 13 3	4 2 3	4 2 3
61 1 0	59 1 6	54 4 0	49 7 2	23 9 10	22 14 10	21 17 10	20 2 10	18 18 10
6 4 0	5 17 0	5 17 0	5 15 0	5 4 0	4 15 0	4 15 10	4 10 0	4 4 0
20 3 0	20 3 0	11 4 6	10 17 0	11 13 6	11 4 6	10 15 6	10 2 0	9 13 0
287 8 7	247 13 5	193 15 9	145 17 10	139 1 8	134 4 7	130 8 9	120 7 11	115 4 6
675 0 0	541 4 0	478 16 0	456 0 0	288 0 0	265 4 0	240 0 0	177 0 0	114 0 0
267 19 0	250 0 0	230 12 0	142 0 0	147 7 0	143 5 6	139 4 0	124 0 0	102 0 0
48 4 10	43 6 3	38 7 6	33 14 9	28 15 8	24 2 7	19 10 3	16 9 0	13 8 10
10 2 0	9 18 0	9 0 0	8 12 0	8 0 5	7 18 0	7 6 0	7 0 0	6 0 0
34 0 0	30 0 0	28 0 0	27 0 0	22 0 0	19 10 0	17 0 0	15 0 0	13 0 0
29 3 0	25 10 6	23 2 0	20 14 6	16 15 6	13 6 0	11 2 6	8 0 6	6 18 0
515 9 6	404 9 0	347 17 0	266 17 0	233 16 0	202 8 0	176 18 0	138 13 0	110 18 6
810 0 0	678 15 11	513 6 0	439 10 0	398 0 0	355 19 0	326 14 0	266 13 9	185 0 0
531 1 0	480 10 3	374 1 6	312 19 3	250 11 6	205 14 6	181 13 6	134 11 9	91 13 0
0 19 6	0 19 6	0 19 6	0 19 6	0 12 0	0 12 0	0 12 0	0 12 0	0 12 0
0 8 0	0 8 0	0 7 0	0 7 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
2 3 0	2 3 0	1 16 0	1 16 0	1 12 0	1 12 0	1 8 0	1 2 0	0 16 6
40 10 0	34 4 6	26 2 0	21 19 6	19 9 0	16 19 0	14 17 0	10 14 6	7 10 0
490 4 0	443 11 0	345 6 0	293 11 0	231 6 0	189 18 0	167 4 0	123 17 0	84 12 0
4,766 16 1	4,072 5 4	3,276 19 0	2,748 10 0	2,305 3 7	1,963 5 9	1,773 4 7	1,397 13 6	1,0 8 16 5

(Signed) *N. Diddams.* *H. Canham.* *R. Mosberry.*
John Haynes. *Steph. Johns.*

No. 31.

ANSWERS to the Queſtions (No. 18.) put to the Plymouth Officers, relative to building Ships by Taſk.

1ſt. YES, when the Tonnage of the Ship agrees with the Scheme, and when that is not the caſe, the price is either increaſed or leſſened, as it may be over or under it; but the rate per Ton is the ſame.

2d. No.

		£.	s.	d.			£.	s.	d.			£.	s.	d.
3d.	1 Article	0	6	6	9 Article		0	7	10	17 Article		0	5	11
	2 - -	0	6	9	10 - -		0	6	6	18 - -		0	6	6
	3 - -	0	7	0	11 - -		0	5	5	19 - -		0	7	9
	4 - -	0	7	0	12 - -		0	6	1	20 - -		0	6	6
	5 - -	0	7	0	13 - -		0	6	6	21 - -		0	6	6
	6 - -	0	7	1	14 - -		0	6	6	22 - -		0	6	6
	7 - -	0	5	5	15 - -		0	6	6	23 - -		0	4	3
	8 - -	0	5	7	16 - -		0	6	3	24 - -		0	5	3
										25 - -		0	5	5

4th. No.

5th. No.

6th. Experience has proved to us that there is not money enough allowed per ton for building ſmall Ships to compenſate the Men for their labour, in equal proportion to large Ships, and the only mode to aſcertain the price which ought to be paid, is, a careful and minute conſideration of the number of Men that would perform, with exertion, each article of work, ſo as to earn what may be conſidered adequate Wages for the hours they may work.

7th. We have not had an opportunity of forming an average of this deſcription.

8th. Yes (in anſwer to a minute from Commiſſioner Fanſhaw) the 31ſt May laſt, the papers *, ſent with this.)

* Nos 32. 33. 34. & 35.

9. Yes; but it will require time, conſideration, and judgment to form it.

10. No, as the breadth, depth, and number of Decks, are indiſpenſibly neceſſary.

11. One Quarterman, 15 Shipwrights, and four Apprentices.

12. Diſadvantageous for the two firſt years, but neither the one or the other for the third and fourth, but advantageous for the three laſt.

13. There is no ſtated number of Shipwrights in Taſk Gangs allowed Apprentices, the number of Shipwrights in a Gang who have Apprentices depends wholly on chance, as they happen to be ſhoaled, or recommended as deſerving, when any are ordered to be given away.

14. No working Shipwright has more than one Apprentice.

15. When this happens, the Inſtructor propoſes a Workman of good character to the Maſter Shipwright for his approbation, and if approved, he is placed under his direction.

16. There are no documents in this Dock Yard from which ſuch a ſtatement can be formed, and it will require more time than can be ſpared from the increaſing preſſing duties of this Port, to form ſo minute and particular a Statement as is required with any degree of accuracy.

17.

Saws, hack.	Cutting Bolts.
Chizels, cold.	
Hammers, clench - - -	Clenching D°.
Mauls, doubled-headed - -	Driving D°.
Dogs, Timber - - -	Drawing Timber.
Iron Wedges - - - -	Splitting out Blocks.
Crows - - - - -	Drawing Nails.
Saws, two-handed - - -	Croſs cutting Timber.
Hooks, Tackle - - -	For Tackles, Ridge-ropes, Guys, &c. and working by night.
Thimbles of different ſizes - -	
Hawſer-laid Rope of D° - -	
Block, double and ſingle - -	
Bolts, ſet - - - - -	
Ring - - - - -	
Lanthorns, hand - - -	
Clamps, hanging - - -	Stages.
Hand-ſcrews, double and ſingle -	Canting Timber.
Stones, Grinding - - -	Grinding Tools.
Augers of all ſizes - - -	Boring holes.

Pincher

Puncher - - - -	Driving Copper Bolts.
Eye and Ring-bolt Sockets -	Driving Ring-bolts.
Spring Screws - - -	Cutting Copper Bolts.
Chains - - - - -	Fort ſets.
Buckets, ſingle - - -	Carrying Tar.
Starting Bolts - - - -	Driving out Bolts.
Brooms, Baſkets, and Shovels -	Cleaning the Ship.
Blocks for laying the Keel on, and launching the Ship.	
Bilgeways and ſtopping up for launching the Ship.	
Croſs Spawls, and Shores for ſhoring and ſecuring the Frame.	
Materials for making Stern Stages,	Building Stern.
Brow into the Ship forward, and Midſhips - - - - -	Getting Beams, &c. into the Ship.
Sheers - - - - -	Raiſing the Frame.
Fir Board - - - -	Making Moulds.
Sliding Plank - - - -	Launching the Ship.
Chalk - - - - -	Laying down the Ship, and laying out the Work.
Gratings - - - - -	To prevent the materials from floating out of the Ship.

18. Yes, and the different rates is the cauſe thereof.

19. Certainly not.

20. We are not aware that any diſadvantage ariſes from carrying on the building, fitting and repairing Ships in the ſame Dock Yard.

(Signed) *Joſeph Tucker.*
Thoˢ Strover.
Edwᵈ Churchill.
J. Ancell.
Jaˢ Jagoe.

(General.) No. 32.—Encloſure to No. 31.

Sir, Navy Office, 5th Feb. 1805.

COMPLAINTS having been made to us of the low earnings of the People employed in building Ships by the Scheme of Taſk eſtabliſhed in the year 1775, we deſire to have your opinion upon the increaſing the ſaid Taſk; and, if you ſhould be of opinion that it ought to be increaſed, we ſhould wiſh to know in what proportion it ſhould be done. We are, &c.

(Signed) *H. Duncan.*
J. Henſlow.
H. Legge.

Commiſſioner *Fanſhaw*, Plymouth.

No. 33. Encloſure to No. 31.

7th Feb. 1805.

COMPLAINTS having been made of the low earnings of the People employed in building Ships by the Scheme of Taſk, eſtabliſhed in the year 1775, the Officers of the Yard are to report to the Commiſſioner upon the propriety of increaſing the ſaid Taſk, and in what proportion, and on what articles they are of opinion that ſuch increaſe ſhould be made. (Signed) *Robᵗ Fanſhaw.*

Reſpective Officers.

No. 34. Encloſure to No. 31.

Sir, Plymouth Yard, 31 May 1805.

IN obedience to your minute of the 7th February laſt, we beg leave to acquaint you, that we have taken into our conſideration the propriety of increaſing the Shipwrights Taſk Scheme, and are of opinion that whilſt an increaſe is neceſſary in ſome articles for different Ships, a decreaſe is equally as neceſſary in ſome others. We have therefore maturely conſidered every article upon that principal, and made all the alterations that in our opinion are neceſſary; and encloſed you will be pleaſed to receive an Account thereof. We are, &c.

(Signed) *Josᵇ Tucker.*
Jaˢ Jagoe.

Commiſſioner *Fanſhaw.*

No. 35. Enclosure t

PLYMOUTH YARD, 31 May 1805. } SCHEMES for Shipwrights TASK-WORK 22d August 1775, and 3d May 1776, calculate of the Alterations necessary to be made therein

GUNS.	100.	90.	80.	74.	64.	60.
TONS.	2,164.	1,931.	1,615.	1,620.	1,369.	1,285.
Rate per Ton.	3 1 0	3 1 0	3 1 0	2 14 0	2 14 0	2 13 0
	No alteration necessary.				2 15 0	2 16 0
Article 1.	336 14 0	298 16 0	236 9 0	218 12 0	173 8 0	161 9 0
	No alteration in this Article all through.					
2.	605 3 0	537 17 0	448 0 0	451 4 0	367 0 0	336 8 0
	575 3 0	511 10 0	426 5 0	428 15 0	355 11 0	337 8 0
3.	429 4 0	373 10 0	286 4 0	281 18 0	226 14 0	209 19 0
	385 4 0	342 15 0	262 16 0	259 11 0	212 15 0	204 9 0
4.	319 7 0	283 17 0	273 16 0	275 13 0	229 15 0	208 12 0
	294 7 0	262 5 0	253 0 0	254 13 0	216 14 0	202 10 0
5.	330 0 0	294 9 0	246 5 0	235 16 0	195 6 0	176 8 0
	305 0 0	272 1 0	228 0 0	218 5 0	185 0 0	172 15 0
6.	395 19 0	353 6 0	295 11 0	270 14 0	232 6 0	220 10 0
	335 19 0	299 13 0	250 17 0	230 8 0	201 3 0	198 8 6
7.	152 16 0	136 18 0	115 11 0	121 19 0	100 6 0	92 11 0
	177 16 0	159 14 0	134 6 0	142 5 0	119 12 0	114 15 0
8.	291 0 0	259 11 0	246 4 0	254 0 0	234 19 0	214 0 0
	336 0 0	299 11 0	281 2 0	293 10 0	276 12 0	261 10 0
9.	107 11 0	95 19 0	80 5 0	83 6 0	70 10 0	64 13 0
	87 11 0	77 16 0	65 12 0	68 10 0	59 1 0	56 5 0
10.	280 4 0	249 15 0	210 4 0	—	—	—
		No alteration necessary.				
11.	178 2 0	159 0 0	133 0 0	77 2 0	65 14 0	60 14 0
	198 2 0	176 17 0	148 5 0	85 13 0	75 0 0	71 17 6
12.	287 0 0	255 11 0	213 0 0	226 2 0	201 10 0	176 8 0
	312 0 0	277 16 0	231 16 0	245 7 0	216 0 0	203 0 6
13.	264 0 0	235 11 0	197 0 0	195 12 0	162 17 0	158 16 0
		No alteration necessary in this Article all through.				
14.	376 3 0	341 10 0	290 12 0	288 12 0	245 13 0	225 5 0
		No alteration necessary in this Article all through.				
15.	92 7 0	82 9 0	68 18 0	69 9 0	58 12 0	53 18 0
		No alteration necessary in this Article all through.				
16.	360 0 0	323 6 0	257 12 0	246 0 0	205 8 0	194 15 0
	315 0 0	282 14 0	222 8 0	205 5 0	183 8 0	180 0 0
17.	195 0 0	176 14 0	144 11 0	132 6 0	114 8 0	105 1 0
	227 10 0	205 4 0	167 19 0	153 15 0	136 0 6	127 14 0
18.	126 13 0	113 15 0	91 10 0	88 0 0	80 6 0	69 10 0
		No alteration necessary in this Article all through.				
19.	160 3 0	144 0 0	120 19 0	125 10 0	117 12 0	110 12 0
	128 0 0	115 7 0	90 10 0	100 1 0	95 4 6	94 6 0
20.	381 4 0	339 1 0	281 7 0	293 9 0	257 12 0	239 3 0
		No alteration necessary in this Article all through.				
21.	297 0 0	265 0 0	221 12 0	—	—	—
		No alteration necessary.				
22.	66 0 0	58 17 0	49 5 0	43 8 0	37 0 0	35 14 0
		No alteration necessary in this Article all through.				
23.	218 0 0	194 12 0	161 15 0	150 14 0	115 16 0	109 12 0
	278 0 0	248 0 0	206 16 0	191 8 0	151 8 0	148 15 0
24.	147 19 0	130 16 0	106 10 0	100 2 0	79 0 0	67 7 0
	177 19 0	157 14 0	128 10 0	120 9 0	97 15 0	86 5 0
25.	211 15 0	185 11 0	149 15 0	145 2 0	124 14 0	114 0 0
	246 15 0	216 0 0	174 16 0	169 3 0	149 7 0	140 18 0
£.	6,600 4 0	5,889 4 0	4,925 15 0	4,374 0 0	3,696 6 0	3,405 5 0
			No Alteration.		3,764 15 0	3,598

...—*continued.*

...ablished by the Hon^ble Navy Board's Warrant, dated 23d March, and ... Number of Days for One Man, inserted in *Black Ink*, with our Opinion ...inguished in *Red Ink*.

50.	44.	32.	28.	20.	Sloops.	Guns.
044.	879.	678.	594.	429.	300.	Tons.
12 0	2 9 0	2 8 0	2 7 6	2 7 0	2 5 6	Rate per Ton.
17 0	2 18 0	2 15 0	2 16 0	2 17 0	2 18 0	
5 10 0	105 7 0	99 7 0	91 7 0	64 4 0	42 5 0	Art. 1.
5 8 0	224 17 0	181 8 0	167 8 0	119 0 0	78 10 0	2.
30 8 0	253 15 0	198 9 0	188 12 0	136 19 0	95 15 0	
7 14 0	148 6 0	113 12 0	104 2 0	74 10 0	49 6 0	3.
9 10 0	161 3 0	119 14 0	112 16 0	83 3 0	58 17 0	
3 4 0	118 17 0	99 6 0	91 8 0	65 5 0	43 6 0	4.
5 19 0	130 18 0	105 15 0	101 12 0	73 4 0	51 10 0	
7 12 0	107 5 0	68 0 0	57 12 0	40 2 0	27 0 0	5.
9 19 0	117 18 0	72 18 0	63 17 0	44 18 0	31 10 0	
9 0 0	150 2 0	129 12 0	120 0 0	86 6 0	58 11 0	6.
5 12 6	151 10 0	126 2 0	120 18 0	88 15 0	62 10 6	
7 0 0	62 0 0	27 0 0	—	—	—	7.
9 17 0	85 7 6	35 18 0	—	—	—	
1 17 0	136 4 0	103 19 0	87 14 0	64 15 0	41 15 0	8.
7 8 6	86 10 0	137 9 0	119 18 0	90 10 6	62 1 0	
1 4 0	40 16 0	—	—	—	—	9.
5 12 6	39 17 0	—	—	—	—	
—	—	—	—	—	—	10.
8 18 0	39 10 0	31 13 0	30 0 0	27 0 0	20 18 0	11.
9 11 6	52 3 0	39 12 0	38 4 0	36 4 0	30 18 0	
6 9 0	119 2 0	109 0 0	93 4 0	71 8 0	53 2 0	12.
2 18 6	153 14 6	135 10 0	120 5 0	95 1 0	73 18 0	
3 10 0	102 8 0	96 11 0	81 15 0	67 8 0	44 10 0	13.
0 17 0	144 14 0	136 3 0	118 14 0	84 6 0	60 18 0	14.
2 16 0	—	—	—	—	—	15.
0 12 0	125 19 0	101 3 0	85 6 0	50 2 0	30 5 0	16.
4 1 0	130 16 0	101 10 0	87 2 0	53 18 0	33 19 0	
8 18 0	56 6 0	23 14 0	22 15 0	17 0 0	14 18 0	17.
2 3 6	78 8 0	31 10 0	30 14 6	25 0 0	22 2 0	
5 18 0	43 5 0	30 3 0	27 14 0	18 14 0	16 5 0	18.
0 4 0	70 6 0	35 19 0	22 13 0	17 14 0	15 4 0	19.
9 14 0	65 0 0	33 10 0	22 8 0	16 14 6	15 7 0	
8 6 0	150 2 0	86 4 0	74 10 0	47 1 0	30 4 0	20.
—	—	—	—	—	—	21.
6 17 0	21 5 0	16 6 0	13 18 0	9 18 0	6 12 0	22.
8 18 0	70 9 0	48 6 0	41 8 0	29 13 0	16 17 0	23.
4 3 0	106 10 0	70 12 0	63 12 0	46 12 0	26 17 0	
6 6 0	45 13 0	38 6 0	31 13 0	21 14 0	14 10 0	24.
3 15 0	65 15 6	53 0 0	46 3 6	32 6 0	21 18 0	
2 10 0	70 18 0	52 12 0	47 14 0	30 13 0	17 14 0	25.
8 9 0	98 12 0	70 12 6	66 6 0	45 6 6	27 6 0	
14 8 0	2,153 11 0	1,627 4 0	1,410 15 0	1,008 3 0	682 10 0	
75 8 0	2,549 2 0	1,864 10 0	1,663 4 0	1,222 13 0	870 0 0	

No. 36.

The following ACCOUNTS were received from DEPTFORD, WOOLWICH, CHATHAM, SHEERNESS PORTSMOUTH, and PLYMOUTH Yards; shewing the Number of Shipwrights and Apprentices, distinguishing each employed in the Mould-lofts and Officers Cabins; distinguishing the Number in each Loft or Cabin; and in regard to Apprentices, distinguishing also the Number now employed therein, who were entered as Apprentices under the Regulations which existed previous to those of the 7th December 1802, from the Number entered under the last-mentioned Regulations; viz.

DEPTFORD YARD——15th April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which existed previous to the 7th Dec[r] 1802.	APPRENTICES. Entered under the Regulations of the 7th Dec[r] 1802.	APPRENTICES. TOTAL.	REMARKS.
	To Officers,				
Mould-loft - - -	2 2	1	- -	1	Shipwrights employed in laying off Plans and Sections of Ships; Apprentices drawing Plans of Ships, and improving in Writing and Arithmetic.
Assistants Cabin - -	1 1	—	- -	- -	Drawing Plans of Ships.
Master Mastmaker's Cabin	1 1	—	- -	- -	Writing Job Notes, &c.
Foremen's Cabins - -	2 2	2	- -	2	Shipwrights drawing Plans of Ships, setting off Work of Ships, and assisting to measure Works performed by Job. The Apprentices drawing Plans of Ships, entering Job Notes, &c.
Total -	6 - -	3 -	- -	3	

R. Rosewell. Hen[y] Peake. Jn[o] Bastard. Jn[o] Hooker.

No. 37.

WOOLWICH YARD——9th April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which existed previous to the 7th Dec[r] 1802.	APPRENTICES. Entered under the Regulations of 7th Dec[r] 1802.	APPRENTICES. TOTAL.	REMARKS.
					1 N° employed as Solid Maker, and occasionally employed in making Moulds. 4 N° employed drawing Drafts and Plans, laying down Ships, making Moulds, and setting off Works on new Ships.
Mould-loft - - -	5 N° each served his Apprenticeship to an Officer.	- -	- -	- -	
Mr. Roberts's (late Assistant, now Assistant Surveyor) Cabin - -	2	- -	- -	- -	
Mr. Sture, Assistant's Cabin	1	- -	- -	- -	
First Foreman of the Yards	1 served his Apprenticeship to a working Shipwright.	- -	- -	- -	Taking Plans of Ships, and improving themselves in the Theory of Ship-building.
Second - - -	1 served his Apprenticeship to an Officer.	- -	- -	- -	
Foreman afloat - -	- -	1 N° Apprentice to an Officer.	- -	1	
Master Boatbuilders - -	1	- -	- -	- -	Laying down Boats and writing Job Notes.
Total - -	11 - -	1 - -	- -	1	

Edw[d] Sison. J. Jeffery.

No. 38.

CHATHAM YARD.——16th April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which exifted previous to the 7th Dec. 1802.	APPRENTICES. Entered under the Regulations of 7th Dec. 1802.	TOTAL.	REMARKS.
Mould-loft - - - -	3 N^o I was Apprentice to the laft Mr. Nelfon, late Maſter Shipwright -	- -	- -	- -	Laying off certain parts the Impregnable and W Spight, marking their vario Moulds, for the Timbers the Frames, &c. occaſional ſetting eff the Works of t new Ships; and, when t above Duties will permit, a employed in drawing and i proving themſelves in t Theory of their Buſineſs.
	I was Apprentice to Mr. Hunt, Aſſiſtant - - -	- -	- -	- -	
	I was Apprentice to Mr. Sepping, Maſter Shipwright -	- -	- -	- -	this time there are no Appre tices employed in the Moul loft or Cabins.
Mr. Hellyers (Aſſiſtant) Cabin	1 N^o was Apprentice to Mr. Hellyer, Aſſiſtant - -	- -	- -	- -	Employed in taking Cop of ſuch Drawings as are r quired, and improving hi ſelf in the Theory of Buſineſs.
Total - - -	4 in number	—	—	—	

R. Seppings. *P. Hellyer.* *H. Hunt.*

No. 39.

SHEERNESS YARD.——21ſt April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which exifted previous to the 7th Dec. 1802.	APPRENTICES. Entered under the Regulations of 7th Dec. 1802.	REMARKS.
Mould Loft - - - - - -	John Storey, Maſter Shipwright	None.		Laying off Ships, drawi Plans, &c.
Aſſiſtants Cabin - - - - -	Joſeph Richards, Maſter Boat-builder			Taking off and copying Pla &c.
Timber Maſter - - - - -	James Thomas, Maſter Shipwright -			Meaſuring Timber and Sa yers Work.
—	James Fuller, Converter - - -			Converting Timber.
—	W^m Fuller, Foreman of the Yard			- - - Ditto.
—	Edw^d Clark, Quarterman - - -			Sorting and iſſuing petty c verſions.
—	Ja^s Houghton, Quarterman - -			Lining and converting Ma Yards, &c.
—	Peter Pearſon, Shipwright - - -			Keeping Timber-Maſters counts.
—	Tho^s Hearn, Shipwright - - -			Meaſuring and taking counts of Converſions.
—	W^m Hay, Aſſiſtant - - - -			Entering Timber Notes, Accounts of Sawyers Earni
Foreman of the Yards Cabin -	R^t Wyatt, Converter - - -			Writing Job Notes, &c.
Foreman afloat's Cabin - -	David Atkins, Foreman afloat - -			- - - Ditto.

Robert Jn^o Nelſon. *G. Gainer.*

No. 40.

PORTSMOUTH YARD——11th April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which existed previous to 7th Dec^{r} 1802.	APPRENTICES. Entered under the Regulations of 7th Dec. 1802.	APPRENTICES. TOTAL.	REMARKS.
Mould Loft	4	2	-	2	Two Shipwrights employed in taking off Ships, drawing and laying off on the Floor, one employed moulding Timbers, and one employed in moulding Timbers and drawing; 2 Apprentices employed learning to draw, and assisting to lay off upon the Floor.
Assistants Cabins. Mr. Hen^{y} Canham	1	-	-	-	Employed taking Plans and drawing.
Assistants Cabins. John Haynes	1	1	-	1	Shipwright employed taking Plans and drawing. Apprentice employed assisting taking off Plans, and learning to draw.
Assistants Cabins. Stephen Jones	1	-	-	-	Employed taking Plans and drawing.
Thos Radcliffe Master Mast-maker's Cabin	1	-	-	-	Employed occasionally learning the theoretical part of Mast-making, and assisting the Master Mastmaker in the Mast Accounts.
Boathouse Mould-Loft	1	-	-	-	Employed making Moulds for Boats, and taking an account of Boats Oars brought to be painted.
Mr. Benj. Howell Master Boatbuilder's Cabin	—	1	-	1	Employed learning the theoretical part of Boat-building.
Foremen of Shipwrights Cabin. James Williams	1	2	-	2	Shipwright employed collecting the account of the Expenditure of Timber, keeping an account of Shipwrights time lost, making Notes for Extra Attendance of Shipwrights, and learning to draw; two Apprentices learning to draw.
Foremen of Shipwrights Cabin. James Wellstead	1	-	-	-	Collecting the Account of the Expenditure of Timber, making Notes for Extra Attendance of Shipwrights, and learning to draw.
Foreman afloats Cabin	1	-	-	-	Assisting the Foreman afloat in measuring Ships and Vessels to be purchased or hired for His Majesty's Service; making Notes for Extra Attendance of Shipwrights, &c. employed afloat; making Victualling Notes for those employed at Spithead, and collecting the account of the Expenditure of Timber used afloat.
Total	12	6	-	6	

Ten Apprenticed to Officers and two to working Shipwrights.

N. Diddams. *Tho^{s} Grant.* *Hen^{y} Canham.* *Stephen Jones.* *John Haynes.*

No. 41.

PLYMOUTH YARD——10th April 1806.

WHERE EMPLOYED.	Shipwrights.	APPRENTICES. Entered under the Regulations which exiſted previous to the 7th Dec[r] 1802.	APPRENTICES. Entered under the Regulations of 7th Dec[r] 1802.	APPRENTICES. TOTAL.	REMARKS.
	N°	N°	N°	N°	
Mould-Loft - - -	2	1	- -	1	Shipwrights moulding Timber for new Ships, laying of Works on the Floor; Apprentices moulding Timber, &c.
1. Aſſiſtant's Cabin - -	2	- -	- -	- -	Drawing Ships Plans and Draughts.
3. Ditto Ditto - -	2	1	- -	1	Shipwright drawing Plans, App[ce] aſſiſting D°.
4. Ditto Ditto - -	1	1	- -	1	Shipwright drawing Plans, App[ce] aſſiſting D°.
Foreman of the Shipwrights See N.B. Remarks *.	1	- -	- -	- -	Drawing Plans and aſſiſting ſetting off the Work.
Total - -					* N. B. All were Apprentices to Officers on the old Eſtabliſhment.

Joſeph Tucker. *Richard Perring.*

No. 42.

Examination of HENRY PEAKE, Eſq. Maſter Shipwright at Deptford Yard, 5th April 1806.

1.

IN your Anſwer to the Queſtion (No. 6.) put to you on a former occaſion, you propoſe that the value of each minute article of labour in Ship-building ſhould be aſcertained; but you have not propoſed the mode in which you think that value ſhould be aſcertained, and I now wiſh you to ſtate your opinion on that ſubject? *Mr. Peake.*

The value of the labour ſhould be aſcertained by the moſt intelligent Shipwright Officers, and Perſons from the Merchants Yards, formed into a Committee; no Individual, however able, can be competent to a taſk of this nature. I would propoſe that the Committee conſiſt of one Maſter Shipwright, the firſt Aſſiſtant to the Surveyors of the Navy, two Aſſiſtants from the Yards, and at leaſt two Foremen of the Yard, one Maſter Builder from a Merchants Yard, (and I think Mr. Roberts, a Partner in Meſſrs. Barnards Houſe at Deptford, is fully competent) and two Foremen from a Merchant's Yard.

2.

You propoſe a new diviſion of the articles of Taſk-work; in what manner would you proceed to aſcertain what would be the proper diviſion?

Some of the preſent articles of Taſk-work run one into another; I am therefore of opinion, that a more convenient diviſion of the articles might be made, and would propoſe that ſuch diviſion be left to the Committee, to

Mr. Peake.

whom the fixing of the price of the ſeveral works ſhould be ſubmitted. I would at the ſame time propoſe, that the number of articles ſhould be reduced, as it becomes generally neceſſary to proceed with ſeveral articles at the ſame time, for the want of materials for the completion of any one article. In my former Anſwers I have ſtated additional reaſons for this recommendation.

3.

Does the Quarterman work as well as ſuperintend the other Shipwrights?

The Quarterman never works.

4.

In your reply to the 14th Queſtion put to you on a former occaſion, you ſtated that no Shipwright was then allowed more than one Apprentice; is any Shipwright now allowed more than one?

Since I anſwered the former Queſtion, Shipwrights employed as Overſeers of Ships building in the Merchants Yards, have been ordered to be allowed two Apprentices.

5.

How many Apprentices were put into a Gang when they worked together in Gangs by themſelves, and what were the reaſons which induced you to recommend forming Gangs of Apprentices?

From fourteen to ſixteen in a Gang. When the number of Workmen in the Yard was ſuch, in proportion to the number of Apprentices, as to admit of each Gang being compoſed of about fourteen Men, a Quarterman, and four or five Apprentices, the Boys were ſufficiently inſtructed when working in the Gang; but when the number of Workmen was reduced by many of the beſt Men quitting the Yard, and the Apprentices were left behind, who ſtill increaſed in number, it became neceſſary to reduce the number of Gangs, and conſequently the proportion of Apprentices ſo greatly exceeded the proportion of Men, that it became neceſſary to form them into Gangs by themſelves, in order to their gaining that inſtruction from a Quarterman who was appointed to ſuperintend them, which they could not have acquired if ſeven, eight, or more Boys had been allowed to remain in each Gang. I do not mean to ſay, that it is more beneficial to have the Apprentices in ſeparate Gangs by themſelves, than in Gangs with the Shipwrights, when the proportion between the Men and Apprentices is ſuch as to admit of the number of Apprentices to each Gang being about four or five, but only when a neceſſity ariſes, which was the caſe in the inſtance before alluded to, for placing ſeven or eight, or more Boys in each Gang.

6.

What kind of work can the Apprentices in Gangs by themſelves, be moſt advantageouſly employed on?

In building ſmall Veſſels, in order to work up ſuch refuſe ſmall Timber in the Yard, as would be applicable to no other purpoſe. Veſſels of this deſcription had been ordered to be built at the time the Boys were formed into Gangs.

7.

Is any qualification required of Boys who are offered to be entered as Apprentices in the Yard, or is any inſtruction given to them after their entry, other than teaching them the art of Shipbuilding?

No other qualification is required for their entry in the Yard than thoſe of the preſcribed age (fourteen years) and height (four feet ten inches); a certificate from the Surgeon of the Yard is required as to his health. The Father or Guardian becomes anſwerable for the execution of the Indenture; but this appearing to be no effectual ſecurity, the Navy Board have taken upon themſelves the indemnification of the Maſter Shipwrights to whom the Apprentices are bound, in the event of their becoming chargeable to them.

8.

Are the Apprentices, now in the Yard, of a deſcription likely to become qualified for the ſituation of Officers.

The want of education before they are entered in the Dock Yard, and their being totally deprived of the means of obtaining information during their Apprenticeſhip, renders it next to impoſſible for the major part of them to obtain ſuch an education as to render them fit to be brought forward for Officers. The Apprentices to Officers (of which they were deprived in

1801)

1801) were of a ſuperior claſs, many of whom had received liberal educations, and were of reſpectable connections. The Officers to whom they were bound were better able to inſtruct them in the neceſſary duties of their ſituations, and their Friends could afford to give that finiſh to their educations which the Friends of the Apprentices, now entered in the Yards, have not the means of doing. Since Officers have been deprived of Apprentices, no Boys of a deſcription likely to become qualified for the ſituation of Officers have been entered, and unleſs ſome means are taken to induce people of reſpectability to enter their Sons in the Yards, the Public Service will ultimately be greatly injured for want of properly qualified Officers. *M. Peake.*

9.

Is the amount of the earnings by Taſk divided equally among all the Shipwrights in the Yard employed on Taſk-work, or among the Shipwrights of each Gang, or in what other manner?

The amount of the earnings by Taſk is not divided equally among all the Shipwrights in the Yard employed on Taſk-work in Deptford Dock Yard, but each Gang receives the amount of the ſum allotted to ſuch Taſk articles as they may have been employed on, even on the ſame Ship, and at the ſame periods when other Taſk Gangs may have been employed on other Taſk articles. It however is a more general practice in Deptford Yard, for the Shipwrights working on the ſame Ship, to agree and divide their earnings equally among the whole; but on no occaſion are the earnings of Taſk Gangs blended together when working on ſeparate Ships.

10.

If the preſent Scheme of Taſk were equalized, ſo as to afford a fair proportion of earnings on each article, do you conſider that any alteration would become neceſſary in the preſent mode of calculating the earnings of the Apprentices employed in the Taſk Gangs; and if ſo, can you ſuggeſt what alteration would be neceſſary?

Should the Scheme of Taſk-work be equalized, ſo as to afford a fair proportion of earnings on each article, I am of opinion, an alteration would become neceſſary in the preſent mode of calculating the earnings of the Apprentices employed in the Taſk Gangs. I am not however, at preſent, ſufficiently prepared, to ſay what ſhould be the ſpecific ſum per diem for each year of ſervitude of the Apprentices, ſo as to fix an equitable rate for the works they may be ſuppoſed to perform, taking an average of any number of Apprentices, whereby neither Government nor the Individual ſhould experience a loſs for want of that due proportion of wages requiſite to be eſtabliſhed for Apprentices: conformable to the preſent mode of rating them they are certainly, for the three or four of the firſt years of their Apprenticeſhip, conſiderably diſadvantageous to the Men in the Gang to which they may belong, by reaſon that from their beſt endeavours, they cannot earn a ſum by any means equal to that charged againſt the People's earnings. For example: an Apprentice in the firſt year of his ſervitude is rated at 1 *s.* 2 *d.* per diem, the Shipwrights at 2 *s.* 1 *d.* per diem, conſequently when the Gangs may be earning treble days or 6 *s.* 3 *d.* per Man per diem, the Apprentice in that caſe will be charged at 3 *s.* 6 *d.* per day. It muſt neceſſarily follow, that as Boys are in general taken Apprentice at fourteen years of age, they cannot in the firſt, ſecond, third, or even fourth year of their Apprenticeſhip, perform one half the quantity of work that is uſually performed by the Men. It is generally found that Apprentices do not perform the half of a Man's ſhare of work until he may have arrived at nearly the completion of the fourth year of his ſervitude, at which period he is rated at 1 *s.* 6 *d.* per day; conſequently, two Apprentices, ſo rated, perform a portion of work equal to that performed by one Man; then, as before ſtated, when the Gang ſhall be earning treble days, or 6 *s.* 3 *d.* per Man, the Apprentices will be rated at 9 *s.* per diem. Apprentices are of benefit to the Men during the laſt three years of their ſervitude; by taking the medium rate of thoſe three years at 1 *s.* 10 *d.* per Day, each Apprentice, taking a full ſhare of work, will perform the ſame portion of work for 5 *s.* 6 *d.* as a Man does for 6 *s.* 3 *d.*

11.

Is the amount of the earnings by Job divided equally among all the Shipwrights in the Yard employed by Job, or among the Shipwrights of each Gang, or in what other manner?

The amount of the earnings by Job are not divided equally among all the Shipwrights

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Shipwrights in the Yard employed by Job; it is the general practice of Deptford Dock Yard, for the whole of ſuch Gangs as may be ſo employed on each ſeparate Ship or work, to divide the whole of their earnings equally; neither do thoſe Shipwrights who are employed in Maſt-making, Boat-building, Capſtan-making, &c. &c. equalize their earnings; the works performed by each department being kept ſeparate and diſtinct, they receive the amount of their own earnings, which often come out conſiderably diſſimilar.

12.

Are you of opinion, that great advantage would ariſe from Apprentices having ſome education before they are admitted into the Dock Yards; and do you think that any plan could be formed, by which, without great diſadvantage to the Public from the loſs of their labour, they might receive further improvement by education, after they have been admitted into the Yard? you will at the ſame time ſuggeſt the particular branches of education, which you think they ſhould be inſtructed in?

I am clearly of opinion, that very great advantage would ariſe to Government from Apprentices having received ſome education before they are admitted into the Dock Yards; and that they ſhould continue to receive ſuch inſtruction as their particular fitneſs in mental endowments ſeemed the beſt adapted to receive. With reſpect to any plan that could be formed, ſo as for them to receive further improvement by education after they may have been admitted into the Dock Yard, without great diſadvantage to the Public by the loſs of their labour, I do not feel myſelf competent to offer any plan for ſo deſirable and important a ſubject. With becoming deference however, I am of opinion, ſome loſs of their labour to Government would be a comparatively ſmall ſacrifice to the ſolid advantages that would ariſe to the Public from their ſcientific knowledge. With reſpect to the particular branches of education which appears to me neceſſary for them to be inſtructed in, I would recommend the lower claſs of Apprentices (and thoſe of ordinary abilities) to be inſtructed in the Engliſh Grammar, Writing, and Arithmetic. Thoſe of a ſuperior claſs, and that may be intended for ſuperior Shipwright Officers, and alſo ſuch as ſhould be found among the lower claſs whoſe ſuperior abilities appeared worth improving, I am of opinion ſhould be inſtructed in the Mathematics, Mechanics, Chemiſtry, and have a ſufficient knowledge of the French language to enable them to read all the publications in Arts and Sciences written in that language. The ſubject of educating Apprentices, and otherwiſe qualifying them for the various branches for Mechanics in the Navy, for inferior Officers on board the Fleets, as well as for thoſe intended for ſuperior rank in the ſeveral Naval Arſenals, having been the ſtudy of two Officers of conſiderable rank; viz. Admiral Savage, and General Bentham, would make it preſumptuous in me to offer any thing but in a general way, when the ſubject has been under the conſideration and digeſtion of ſuch able Men. Admiral Savage's plan, I have reaſon to believe may be ſeen; but I apprehend that of General Bentham, on account of his being in Ruſſia, cannot be ſeen.

13.

What are your reaſons for thinking it more advantageous to employ Workmen by Job on an improved plan, than at a fixed day's pay?

I have the ſtrongeſt reaſon to believe that employing the Artificers and others in His Majeſty's Dock Yards by Taſk or Job, on an improved and well digeſted plan, by far the moſt advantageous mode of paying them for their labour, becauſe it combines the intereſt of the Individual with that of Government; it ſtimulates and calls forth the greateſt exertions of their Servants in caſe of exigency, and at an expence on all occaſions proportionate to the works performed by them; whereas employing them by the day at any limited rate of wages, however liberal, I am perſuaded the utmoſt vigilance of Officers would be unequal to promote exertions proportionate to the ſum paid for their labour, however goading the ſubordinate Officers, and the remonſtrances, threats, and even puniſhments of their Superiors may be to keep them to their duty. There ſeems good reaſon to believe, that, in order to enſure great exertions from any deſcription of Workmen, ſome other mode, beſide that of a limited day pay, will be found requiſite; and although the preſent mode of working the Artificers and others in the Dock Yards by Job may be in ſome reſpects objectionable, and attended with ſome evils, thoſe objections it is preſumable, if not to be remedied entirely, may be ſo amended

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as to make it a much leſs objectionable ſyſtem of employing the People, and contain much leſs ſolid objections and evils than that of employing them by the day. *Mr. Peake.*

14.

Does the preſent Scheme of Taſk contain all the works neceſſary to be performed in building a Ship of each rate, and completing her for a ſtate of Ordinary; and if not, will you ſtate generally the works which are not contained therein, and the ſuppoſed value of the Workmanſhip thereof, for a firſt-rate?

The preſent Scheme of Taſk-work does not contain all the works required to be performed in the building Ships of the ſeveral rates for a ſtate of Ordinary. The twenty-five articles of Taſk provide only for building the ſhell of the Ship, leaving the interior fitting to be performed by Day-work or by Job. Thoſe works conſiſt in the ſhutting-in openings in Bulkheads, (left open for a circulation of air) Linings, fitting the interior of Powder Magazines in Store-rooms, Bread-rooms, &c. &c. in the hold, ſhutting in the openings in the Decks, Spirkettings and Waterways; refaying the Standards or Ryders on the ſeveral Decks, as may have been directed to be uſed, &c. &c. —I would beg to refer to the Officers of the Yard's Letter to the Board, dated 23d December, in anſwer to the Queſtions put by this Board in Auguſt laſt, where the works to be performed to put the Ship into a ſtate of Ordinary, were more detailed in the Anſwer to the 16th Queſtion. I am not competent to ſpeak with any tolerable degree of accuracy to the value of Workmanſhip to put a firſt-rate into a ſtate for Ordinary, from the completion of the Taſk Articles, by reaſon that no firſt-rate of late years has been built at Deptford, to enable me to take out the value thereof; but as thoſe works on the Fame of 74 guns, lately built there, came out about twenty-two Shillings per ton, I imagine ſimilar works for a firſt-rate could not much exceed that proportion.

15.

Do you conſider it poſſible to include in a Scheme of Job-work, all the works that can ariſe in the repair of a Ship of each rate, and ſo to equalize the prices, as to afford to the Shipwrights an equal proportion of earnings on whatever deſcription of repair they may be employed?

I do not conſider it as altogether practicable to include in a Scheme of Job-work, all the works that can ariſe in the repairs of a Ship of each rate; yet I cannot ſee reaſon to conſider it impoſſible to frame a Scheme of Job or Taſk-work for repairing Ships, whatever the nature of it may be (provided it be carried on in a Dock or at a Wharf) ſo as to equalize the prices, and afford to the Shipwrights ſo equal a proportion of earnings as, upon the whole, to pay them fairly for the works performed. Difficulties muſt however be expected to ariſe in carrying on Job or Taſk-work in the repairing of Ships, not only in different rates but in ſimilar rates and works, even admitting a fair Scheme of Prices ſhould be eſtabliſhed for all the items that the long and preſent practice in repairing Ships may have produced precedents. For example: ſuppoſing a Knee was directed to be taken down, the Scheme would provide a ſpecific ſum of Money for the doing it, ſuppoſe nine Shillings and Sixpence; and that in all caſes, it provided that one Shilling per Bolt be given for the driving out one or any number of thoſe Bolts, when it did not become neceſſary to take down the Knee; and ſuppoſing the Knee to be faſtened with eight Bolts, of courſe eight Shillings would be given for unbolting the Knee, and one Shilling and Sixpence for taking it down. Suppoſe a Man to perform this work in one day and a half, without meeting with impediments in the courſe of his work, his earnings would be a little more than treble days pay, but it frequently happens, that in performing thoſe and many other works, conſiderable impediments take place, whereby the labour and time is much increaſed, perhaps two-fold, and in other caſes it is much diminiſhed, ſo as to make a difference in the performing ſimilar works of three to one, ariſing from the following cauſes: Firſtly, from the ſituation of the Knee or Work, with reſpect to the room afforded the Workmen to perform the work: Secondly, the portion of labour required to drive the Bolts out of the Knee, from their lightneſs or ſlackneſs when originally driven: Thirdly, from the ſtate of the Bolts with reſpect to corroſion: and Fourthly, from the very great impediment often experienced in driving out ſuch Bolts as are often broken by the ſtraining of the Ship, or other cauſes; when Bolts are broken thus, it coſts the Workmen much time and

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labour to get them out, by reaſon that the oblique fractures in the Bolt when driven on in order to get it out, will give the part driven on a new direction; and it uſually happens that both parts of the Bolt muſt be driven by force through the ſolid Timber to diſengage it. So in various other inſtances, in carrying on repairs of Ships, impediments frequently occur, ſo as to make the performance of the work coſt more or leſs, in proportion to the obſtacles that ariſe in the execution thereof. Notwithſtanding ſuch impediments will operate againſt equalizing the prices, ſo as to afford to the Shipwrights an equal proportion of earnings, I am however of opinion this unavoidable evil will be found of much leſs importance both to Government as well as to the Individual, than if the work was to be performed by the day; for, in order to remove ſuch impediments when working by Taſk, the Workman would put his head to work, and find expedients to remove the difficulties ſo ſoon as poſſible, well knowing ſuch circumſtances take place, and, without a ſpeedy removal, become a drawback upon his earnings. On the contrary, when employed by the day, the Workman feels no ſtimulus from ſelf intereſt, therefore ſeeks no expedient. He tells his Officers that he has a difficult Job, and doing all he can to get it done, but whether he is one, two, or three days in accompliſhing it, it is immaterial, as he feels no diminution in his pay. With reſpect to working the Shipwrights by Job on refitting Ships in commiſſion at Spithead, Plymouth Sound, the Nore, &c. I have found from experience that it is not practicable; for, notwithſtanding every means poſſible may be uſed to provide materials for ſuch works; winds, and other cauſes, prevent a timely ſupply of them, in addition to which the ordinary duties of equipment carried on on board the Ship frequently interfere with the Shipwrights, and it is no uncommon thing for ſome of them to be laid up with Sea-ſickneſs for many days together.

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No. 43.

The further Examination of HENRY PEAKE, Eſq. Maſter Shipwright of Deptford Yard; taken 19th April 1806.

1.

ARE you of opinion that the ſuperior claſs of Apprentices, if eſtabliſhed upon the plan juſt now explained, ſhould, or ſhould not, ſerve as Quartermen when out of their apprenticeſhips; and what are your reaſons for your opinion in either caſe?

I am of opinion that the ſuperior claſs of Apprentices, if eſtabliſhed upon the plan juſt now explained, ſhould not be obliged to ſerve as Quartermen when out of their apprenticeſhip, if intended to be brought forward as ſuperior Shipwright Officers, by reaſon, that from the advantages they would no doubt have in making general obſervations during the term of their apprenticeſhip on all ſorts of works carrying on in the Dock Yard, it is preſumable they would acquire a ſufficient knowledge of the ſeveral works to be performed, ſo as to enable them to carry into effect ſuch directions as they may receive from their ſuperior Officers. As the duties of a Quarteman are of a nature to confine them to a particular part of the Ship allotted them, and as their whole time is taken up in the proper arrangement of the Workmen in their reſpective Gangs, alſo in a due obſervation of the manner of the performance of their works, in order to prevent, as much as poſſible, inſufficient workmanſhip, it will of courſe follow, that while they are ſo conſtantly occupied in that manner, and limited in reſpect to the nature of their employment, they cannot receive that general information requiſite for the qualification of a ſuperior Shipwright Officer; I am therefore of opinion, that it would be more for the public good to ſelect the beſt and moſt intelligent Shipwrights for the performance of the duties of Quartermen, on account of their ſuperior knowledge in the modes beſt calculated to give diſpatch to the various works obtained from conſtant practice, whereby they are not only the better enabled to inſtruct the uninformed Shipwrights, but are alſo fully competent to decide on the quantity of work requiſite to be performed by them, and leave ſuch young men who may have received a more liberal education, more at liberty to improve themſelves in the general knowledge of the duties of the ſuperior Officers, in order to qualify them for promotion; the qualification requiſite for ſuperior Officers being different, according to my conception, from thoſe neceſſary for ſubordinate Officers.

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2.

In what proportion ſhould the time of the Apprentices of the ſuperior claſs be divided between their ſtudies, employment in the Mould-loft, and on Timber buſineſs, and employment at manual labour?

With deference, I am of opinion their ſtudies may be conſidered of the firſt importance, therefore the greater proportion of their time ſhould be ſet apart for that purpoſe, that is to ſay, the whole forenoon of each day during the term of their apprenticeſhip, and perhaps two hours each evening during the four dead months in winter.

The management of Timber with economy being attainable only from experience, it ſeems requiſite to place a limited number of the Apprentices under the tuition of the Timber Maſter and his ſubordinates the whole afternoon of each day, and to change them in rotation weekly to the Mould-loft, and from thence to ſuch light manual labour as may be beſt ſuited to afford them general ideas of the works for building and repairing Ships.

3.

The Accounts now ſhewn you ſtate the number of Shipwrights and Apprentices employed in the Mould loft and Officers Cabins, in each Yard; as there appears to be many more in ſome Yards than in others, can you ſtate the cauſe thereof?

The number of Shipwrights and Apprentices employed in the Mould-lofts and Officers Cabins may be more in ſome of them than in others, on account of the works carried on in them. The Weſtern and Chatham Yards having at all times much more repairing works than the Eaſtern Yards, I imagine they muſt require more People to be employed in Cabins, &c. in order to make the drawings neceſſary to be kept; and alſo a regiſter of the works performed. The number employed in the Mould-lofts, I ſhould imagine would vary according to circumſtances, and the methods made uſe of by Officers in carrying on the works. Since the appointment of a Timber Maſter, it certainly has not been neceſſary to employ ſo many People in the Mould-lofts.

4.

In what manner ſhould the Apprentices be employed when the number in the Yard exceeds the proportion which can be employed in the Gangs?

I do not know of any mode of employing the young Apprentices with greater advantage to the Public and themſelves, under ſuch circumſtances, than by placing them in Gangs under the charge of Quartermen, competent to give them inſtructions towards the attainment of their buſineſs; and as the ſeveral Dock Yards have ſmall craft to keep in repair, and build occaſionally, they may be uſefully employed on thoſe ſervices.

During War, ſmall Veſſels for various ſervices being conſtantly wanted, when they are either purchaſed or built by contract, I am therefore of opinion ſuch Boys may be advantageouſly employed in building ſuch Veſſels; and when, taking into conſideration that materials appropriate for ſuch works conſtantly ariſe from converſion of Timber, and but little if at all applicable for general purpoſes, it appears to me that young Apprentices would be better and ſooner inſtructed in the firſt rudiments of their buſineſs under ſuch Inſtructors, than if employed in Gangs compoſed of Men and Apprentices. Should circumſtances occur to prevent their being ſo employed on theſe occaſions, various light works in repairing Ships may be found on which they could be profitably employed, if under the ſuperintendence of a ſtrict Quarterman, competent to manage and keep them in order.

5.

What number of Ships ſhould be built annually to keep up a Naval Force of one hundred Sail of the Line, confining your attention to the circumſtance of durability, and forming your opinion upon a ſuppoſition of giving thorough repairs to Ships, with a view of ſaving Naval Timber?

Under ſuch circumſtances, I am of opinion that building one Line of Battle Ship each year would be ſufficient to ſupply the place of thoſe Ships as ſhould be found in ſo bad a ſtate as not to make it adviſable to repair them.

6.

Are the works neceſſary for putting a Ship into a ſtate of ordinary clearly defined; or if not, can you define them?

By the Navy Board's Order, dated the 3d October 1787, certain works are to be performed that had been directed by former Orders to have been omitted

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omitted, for putting Ships into a ſtate of Ordinary. I think the Orders for putting Ships into ſuch a ſtate ſufficiently defined. Circumſtances have, and may again occur, to make it proper to alter from the mode laſt ordered to be adopted.

7.

Can the whole of the work neceſſary to be performed by Shipwrights in fitting a Ship for Sea, be ſo deſcribed in an improved Scheme of Taſk, as to be carried on by Taſk-work?

I do not know any reaſon to the contrary. I beg to refer to the 6th and 9th Anſwers of the Officers of Deptford Yard to the Queſtions put by the Board the 30th Auguſt laſt.

8.

Suppoſing the average value of the labour of a Shipwright's Apprentice to be £. 45 per annum during the whole of his apprenticeſhip, in what proportion, are you of opinion, that ſum ſhould be divided between the Apprentice and his Inſtructor?

In the event of a departure from the preſent eſtabliſhed rate of Wages for Apprentices, and where the Government would gain no other advantages than that ariſing from the work performed by them, and keeping up the Eſtabliſhment by ſteady and obedient Men, I am of opinion the amount of the earnings of the Apprentice ſhould be divided equally between the Apprentice and Teacher. By ſuch a diviſion of their pay, the ſum paid to the Apprentice would enable his Friends to maintain him, and even afford him ſome education; and the Teacher would receive a ſum ſufficient to reward him for his ſuperior abilities over thoſe of his Brother Workmen. If the average earnings for the ſeven years be conſidered at £. 45 per annum, an addition of £. 22. 10 *s.* per annum to a ſober and induſtrious Shipwright would be a prodigious accommodation to his Family. I would here beg to obſerve, that conſiderable evils ariſe from the high wages of the Apprentices on the old Eſtabliſhment. I have known inſtances of the very beſt Workmen and good Huſbands becoming idle, and even drunkards, in conſequence of the high wages paid them on account of their Apprentices. They can afford to, and have loſt much time, which diſpoſes them to the habits of idleneſs and drinking, and in ſome inſtances to leave their diſtreſſed Families altogether, while the Apprentice is obliged to ſubſiſt on 5 *s.* per week, ſhould he have no Parents or Friends to maintain him. A conſiderable evil alſo exiſted on the old Eſtabliſhment, by binding a Servant to the Maſter for ſeven years; for, however much the character of the Maſter may alter in the courſe of the ſeven years, Government had not the power to take the Apprentice from him; and, in the event of his being diſcharged, the Public were deprived of the labour of the Apprentices, who, on thoſe occaſions, were diſmiſſed with their Maſters.

9.

What advantages are you of opinion would ariſe from His Majeſty's Ships of each rate being built according to one model; and are you aware of any diſadvantages which would ariſe therefrom?

I am of opinion that very conſiderable advantages would ariſe to Government from the adopting ſuch a mode for building the ſeveral claſſes of His Majeſty's Ships, not only on account of the ſaving that would be made in labour by ſtowing away in Piles, and miſtowing it again when wanted for converſion at the Saw-pits, the ſided Timber ſerved into His Majeſty's Dock Yards; but it would ultimately be found to produce a very conſiderable ſaving alſo in the conſumption of the Timber. In the event of the ſeveral Dock Yards (Sheerneſs excepted) being furniſhed with ſuits of Moulds for ſuch claſſes of Ships as may be judged proper to be built, by far the major part of the ſided Timber when received into ſtore may be converted immediately, properly marked, ſtowed away in births, and carefully regiſtered. This would be the means of ſaving the expence of labour attending its ſtackings, and ſubſequent removals; and it would enable the Timber Maſter and his ſubordinates, at the time of their qualifying it for receipt, to take the advantage of its ſituation; and, from the obſervation made on its ſeveral defects, to convert the ſeveral pieces to the greateſt advantage to the Public; although when Timber may be ſurveying, prior to the receiving it, no defects ſhould be found on the outer ſurfaces, yet it very frequently happens that it has internal ones; ſuch pieces of Timber, by long continuance in the piles or ſtack, become more decayed in proportion to the length of time they may remain

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remain before they would be wanted for converſion; but by converting the Timber before ſtowing it away, the defects would in moſt caſes be diſcovered, and prevented from ſpreading by being expoſed to the air; and if found to be diſqualified for ſuperior purpoſes, it may be laid by, and uſed for inferior purpoſes. For the want of ſuch Timber, there are occaſions which demand the converſion of ſound and more valuable materials. From the preſent ſyſtem of building Ships, the converſion of Timber on its being received into the Dock Yards is rendered very limited indeed; particularly when the Timbers requiſite for the building ſuch Ships as may have been ordered ſhould be nearly all provided. It muſt neceſſarily follow, that from a want of knowing what Ships are to follow thoſe that may be building, and even if it was known, and the claſs and dimenſions given, no advantage for converſion could be taken from ſuch information, by reaſon of the forms of the ſame claſſes of Ships varying ſo much from each other, that after receiving the drawings and dimenſions for building new Ships, all the expence and loſs of time neceſſary for laying off ſuch Ships, and that incurred for making Moulds, become indiſpenſably neceſſary before any Timber could be moulded; conſequently the advantages of ſaving in point of labour, as well as well as that of Timber itſelf, is loſt to the Public, for the want of means neceſſary to enable the Timber Maſter to convert all ſuch ſided Timber at the time when received into the Dock Yard, as may be judged proper and adviſable from its ſhape and dimenſions. Should the means of converting Timber immediately on its receipt into the Dock Yard be given to the Maſter Shipwright and Timber Maſter, it would be the more ſpeedily ſeaſoned than by laying unconverted in the Births, therefore need not ſtand as is deemed neceſſary at preſent, for ſo long a period (if at all) in the frame of the Ship, after its being erected to ſeaſon. By which means perhaps ſix months, in the time required for building a Ship, might be ſaved, and as many Ships could thereby be built on four Slips, as can, according to the preſent ſyſtem, be built on ſix Slips.

Should ſuch a ſyſtem be carried into effect, and due attention paid to the converſion made at the ſeveral Dock Yards, in order to prevent the improper accumulation of one or more particular aſſortments of Timber of the ſtraiter kind, I am not aware of any diſadvantages that would ariſe therefrom.

10.

Are you of opinion that it is more advantageous to give Ships permanent repairs when materially defective, than to break them up, and appropriate their ſerviceable remains to the building of new Ships, and what are your reaſons for ſuch opinion?

I do not recollect ever having ſeen a Britiſh-built Line of Battle Ship ſo generally defective, as not to have made it adviſable to repair her (Priſon Ships and Receiving Hulks excepted); for however defective the upper part of Ships may be, yet the lower parts, ſuch as the Keel, Floor, Timbers, lower Futtocks, and many of the ſecond and third Futtocks, are found to be ſound. I am therefore of opinion, that it would be more advantageous to Government to repair, rather than take them to pieces, and appropriate their ſerviceable remains to the building of new Ships; by reaſon that the ſerviceable Timbers that ſhould be found after taking them to pieces, would not be uſed ſo advantageouſly, if at all, in building new Ships of the ſame claſſes, as it would on thoſe from which they may have been taken; becauſe thoſe Timbers having been reduced to the ſmalleſt ſcantling by previouſly fitting them, and as Ships of the ſame dimenſions differ ſo much in their form, that the Timber ſo taken from old Ships would require ſo much alterations in their ſhape, in order to fit them for new Ships, as in moſt caſes to diſqualify them for that ſervice; and in the event of ſuch Timbers being uſed on new Ships, they would receive injury by being weakened, in proportion to the additional number of holes bored in them for Treenails, Bolts, &c. which would not be the caſe if the Ships had undergone thorough repairs.

11.

Will the value of the unſerviceable Timber ſtripped off from Ships when repairing, be equal to, or exceed, the expence of ſtripping it?

I am of opinion that the value of the unſerviceable Timber ſtripped off from Ships when repairing, would cover the expence of ſtripping it, particularly at this Dock Yard, where the unſerviceable remains ſell ſo high. In order to give weight to this opinion, I would beg to give an example or two.

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1ſt. In ſtripping off old Plank, ſuch as may be found unſerviceable, and conſequently allotted for ſale, fetch on the average 3*d.* per foot; the Workmen are paid for ſtripping it 1½*d.* per foot, expence of horſes and ſtacking not exceeding 1*d.* per foot: but as a very great proportion of the old Planking is now ſaved, and uſed in lieu of new materials, it would not be rating it at too high a price to allow it half the value of the new materials that muſt have ſupplied its place. In ripping up Decks in general, nearly the whole of the materials of wood are brought again into uſe, ſuch as Bulkheads in the Hold, laying the Flat of Platforms, and various other uſeful purpoſes, when the value of the materials compared with that of the labour in removing them, would certainly make a ſaving of at leaſt in the proportion of three to one.

2d. Such decayed Timber as may be judged unfit to be uſed with advantage to the Service, is made up into lots and ſold; the average rate per foot cube, about 6*d.* the rate of removing it from the Ship 5½*d.* per foot cube, which would alſo make a ſaving to Government, even in its decayed ſtate; but when taking into conſideration the Timber that would be found ſerviceable, and immediately replaced, the advantages to the Public would be very conſiderable indeed; for the preſent expence of taking out and replacing the old Timbers, on the average, amount to about 1*s.* per cube foot only; when the coſt of new Timbers, without the labour of the Shipwright, amounts to 6*s.* 4*d.* per cube foot.

3d. Suppoſing Iron Bolts are to be driven out, and the average weight of the Bolts 17lb. new at 5*d.* and the old valued at half price, 2½*d.* per lb. the labour for driving out at 1*s.* 6*d.* per Bolt, this would make a ſaving of 2*s.* per Bolt; and ſuppoſing a pair of Knees to be taken down, having 11 Bolts in the pair, it would coſt for labour to unbolt them 16*s.* 6*d.* and about 1*s.* 6*d.* to take them down, making the labour for Workmanſhip 18*s.* when the value of the Iron alone would be 38*s.* 6*d.* making a ſaving of 20*s.* 6*d.* without taking into eſtimation the value of the Knees. Suppoſing the Knees to be decayed, and ſold as old Ship Timber, they would ſell for about 6*s.* making in the whole 26*s.* 6*d.*

12.

To what cauſe do you attribute the circumſtance of the expence of repairing Ships, in many caſes, greatly exceeding the coſt of new Ships of the ſame ſize?

The expence attending the removal of decayed materials, and thoſe neceſſary to be removed for the purpoſe of getting at thoſe decayed, muſt cauſe an unavoidable, and an additional expence, over and above that incurred in the building new Ships; much expence for labour is alſo incurred in the repairing of old Ships, in the time ſpent in ſearching defects, before judgment is paſſed for ſaving or condemning them, and very much will depend on the mode and judgment of the Officers who may have the charge of carrying on the ſeveral repairs of thoſe Ships. It may alſo happen, that more old materials are brought to account on ſome Ships than on others. For inſtance, if the value of the metal only, ſuch as Copper, Iron, Lead, &c. be deducted from the amount of the expence of the repairs, and no account be taken of the old and decayed Wood materials, and alſo of the ſerviceable remains of Wood, a much heavier expence will appear againſt the Ship for her repairs than has actually been incurred.

13.

What plan would you recommend to be purſued in proceeding to repair Ships, ſo as to prevent as much as poſſible all unneceſſary expence?

When Ships ſhall be taken into Docks for the purpoſe of undergoing thorough Repairs, I would recommend the taking up carefully the whole of their Decks (excepting the upper Deck, which ſhould be left in to ſhelter the Workmen) and ſtripping off all the outſide planking ſo low down as was requiſite for ſhifting the decayed Timbers, leaving on, however, ſo much of the planking only as became neceſſary to ſerve the purpoſe of Ribbands; all ſuch planking to be immediately examined, and what was found ſufficiently good to be replaced, to be carefully marked, and laid apart for its original purpoſe; ſuch as was found to be too bad to be replaced, but ſufficiently good for interior planking, to be marked and regiſtered for that ſervice; ſuch part thereof as was not uſable on the Ship, yet ſufficiently good for repairing Wharfs, and other reparations of the Yard, ſhould be marked for the Houſe Carpenter, and ſtacked in ſome part of the Yard the moſt convenient for its reception and uſe; and ſuch parts as were decayed; and that could not be brought into uſe, to be immediately conveyed

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conveyed to the place appointed to ſtack for ſale the offal ariſing from converſion, &c. All the Timbers ſhould be taken out of their places, the Treenails driven out of them, and carefully examined in the holes, and thoſe found ſufficiently good ſhould be immediately replaced; thoſe found defective in part ſhould have the defective parts cut off, and ſent to the place for ſale, the ſound part converted for ſhort Timbers, and for Chock and other inferior converſions, and no Plank, Timber, or Knees, ſhould be ſuffered on any account to lay after it may be taken out of its place unſurveyed, or its future appropriation undecided, on. Beams and Knees for the ſeveral Decks ſhould be taken down as early as the nature of the repair of the Ship would admit thereof, when the Beams ſhould be taken apart, and ſuch parts as were found defective ſhould be inſtantly noted, and the Timber-Maſter furniſhed with the neceſſary information to enable him to provide new materials in lieu of thoſe found decayed. Every Knee when taken down, if decayed, ſhould have a Mould made to it, carefully numbered, and ſent to the Timber-Maſter to provide others in their ſtead, (as the decayed Knee ſhould be ſent to the Kiln, or be ſold) in order that the whole of the materials may have all the ſeaſoning poſſible before they ſhall be uſed. The moſt ſtrict regard ſhould be had not to permit any new materials to be worked over the old, until full proof was obtained that the old materials were ſufficiently good to be retained in the Ship; for the want of ſuch precaution, it cannot but ſometimes happen that both labour and materials will be loſt to the Public. The Aſſiſtant and Foreman, to whoſe charge the repair of a Ship may be entruſted, ſhould never allow the old materials that may be taken out of the Ship to be removed from the Dock ſide without the ſtricteſt examination of their quality, neither ſhould they ſuffer on any account the old materials to be indiſcriminately mixed together in piles, by reaſon that much valuable materials would be covered by unſound and inapplicable Timber, conſequently the Workmen, when requiring materials, muſt either loſe much time in ſearching for what they may want amongſt the old, or what is more probable, they will demand from the Timber-Maſter new materials; thereby leaving uſeful Timber, whereby the expence for repairing them would be conſiderably augmented. In conſideration of the increaſed labour of the Shipwrights in working old materials of wood, on account of its being much harder than new Timber, and that Iron in many caſes is found in it to the injury of their Tools, I would recommend ſome additional rate to be made, in order to induce the Workmen to work up the old Timber in preference to new.

14.

Suppoſing that the ſum to be deducted from the earnings of the Taſk Gangs, for the work to be performed by the Apprentices, ſhould be calculated according to the following Rates; viz.

For an Apprentice in the firſt year of his Apprenticeſhip	$\frac{1}{4}$ Of the earnings of a Shipwright.
2d Year of his Apprenticeſhip	$\frac{1}{3}$d.
3d - - - - -	$\frac{5}{12}$.
4th - - - - -	$\frac{7}{12}$.
5th - - - - -	$\frac{5}{6}$.
6th - - - - -	$\frac{11}{12}$.
7th - - - - -	the ſame as a Shipwright.

Can you ſtate the difference which there would be between the total ſum ſo deducted in the courſe of ſeven years Apprenticeſhip, and the ſum now deducted in the courſe of the ſame period, according to the rates and mode of calculating the Apprentices earnings which at preſent exiſt, proceeding upon the ſuppoſition, in both caſes, of the Men's earnings being ſix Shillings a day, and ſhewing the ground upon which you make the calculation in each caſe?

The following is a calculation of the Wages of Shipwrights Apprentices, at the under-mentioned Rates (ſuppoſing the Shipwrights to earn ſix Shillings a day in the courſe of ſeven years apprenticeſhip) and the ſum now earned in the courſe of the ſame period, according to the rates and mode which at preſent exiſt, ſuppoſing the Shipwrights to earn ſix Shillings a day: —

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Years of Apprenticeship.	Rate per day eſtabliſhed.	Rate per day calculated from 6s. per day for the Men.	Amount of Wages for each Year.	Rate per day allowed the Men.	Rate per day for Apprentices propoſed.	Amount of Wages for each year.
	s. d.	s. d.	£. s. d.		s. d.	£. s. d.
1ſt { 9 Mo.	1 2	3 4 32/100	39 8 9	1/4	1 6	23 9 6
1ſt { 3 Mo.	1 3	3 7 20/100	14 1 8			
		Total	53 10 5			
2d { 6 Mo.	1 4	3 10 8/100	30 0 11	1/3	2 0	31 6 0
2d { 6 Mo.	1 5	4 0 96/100	31 18 6			
		Total	61 19 5			
3d	1 6	4 3 84/100	67 12 1	5/12	2 6	39 2 6
4th	1 7	4 6 12/100	71 7 3	7/12	3 6	54 15 6
5th	1 8	4 9 60/100	75 2 4	5/6	5 0	78 5 0
6th	1 10	5 3 36/100	82 12 7	11/12	5 6	86 1 6
7th	2 0	5 9 12/100	90 2 10	- -	6 0	93 18 0
		£.	502 6 11		£.	406 18 0

Difference in the ſeven years, £. 95. 8 *s.* 11 *d.* To the above muſt be added the ſum of £. 11. 8*s.* per year allowed to Apprentices under the head of Lodging Money. The above calculation, in the firſt inſtance, is made by calculating the ratio of the rate per day between the Men and Apprentices, at 6*s.* per day, as follows: as 2/1 : 6*s.* : : 1/2 will give 3/4 32/100. It muſt be obſerved, that by the Navy Board's Warrants of the 3d of November 1664, and 12th July 1762, the Maſter Shipwrights have a power of giving an additional Twopence per diem to deſerving Boys any time during the ſeven years of their ſervitude. One Penny in this account is given in the 4th quarter of the firſt year, and the ſecond Penny in the third quarter of the ſecond year, as has been the practice at this Yard for a long ſeries of years, ſo that the firſt and ſecond years are calculated at two rates of pay in each year as before-mentioned. The other calculation is made by taking the fractional part of the 6*s.* per day allowed to the Men.

15.

As it appears by the Returns we have received, that there is not one example in all the Yards, of an Apprentice, entered under the Regulations eſtabliſhed in 1802, being employed in a Mould-loft or Officers Cabin, whereas many of the Apprentices, entered under the Regulations which were in exiſtence previouſly to that time, as well as many Shipwrights are employed therein, what, in your opinion, is the cauſe thereof?

Prior to the Regulations eſtabliſhed in 1802, I have reaſon to think that very few Apprentices were taken into the Mould-lofts and Officers Cabins in the early part of their ſervitude. I believe they did not receive that indulgence in order to qualify them for Draughtſmen, and to learn the buſineſs of laying off Ships, until the laſt two years of their Apprenticeſhip; the firſt five years being occupied in working in their reſpective Gangs like other Apprentices, as it appears

to

to have been for a long time paſt thought adviſable to keep Apprentices at their Tools during the firſt five or ſix years of their ſervitude; and the Apprentices in queſtion, even the oldeſt of them, cannot have ſerved four years. This is probably the principal reaſon why Apprentices entered under the Regulations of 1802, have not yet been taken into the Mould-lofts and Officers Cabins. Thoſe Apprentices entered under the Regulations previouſly to thoſe of 1802, are conſequently older in ſervitude, and having ſerved Officers on whom they had claims, and looked up to for inſtructions in their buſineſs, has alſo been a cauſe of ſuch Apprentices having been put into thoſe ſituations; it may alſo be added, that their education was ſuperior in general to thoſe entered ſubſequent from 1802, at leaſt at this Yard. *Mr. Peake.*

(Signed) *Henry Peake.*

No. 44.

The further Examination of HENRY PEAKE, Eſquire, Maſter Shipwright of His Majeſty's Dock Yard at Deptford; taken the 9th June 1806.

1.

WHAT do you think is the proportion of the Work to be performed in the Repairs of Ships, which cannot be eſtimated before-hand?

I think the proportion of Work to be performed in the Repairs of Ships, which cannot be eſtimated before-hand, would not amount to the twentieth, or even the thirtieth part of the whole of the works that would occur in the courſe of carrying on their ſeveral repairs.

2.

What difference in point of exertion do you think the Men will make when working by the piece, and by day-work?

From the obſervations that I have been able to make in the exertion of Men working by the piece, and by the day, as well as from the obſervations and opinions of thoſe converſant in the different modes of working Artificers, and others in His Majeſty's Yards, there ſeems good reaſon to believe that the difference that would ariſe in point of exertions, would be found in the proportion of at leaſt one quarter, or more probably one-third greater when the Workmen ſhould be employed by the piece, than when their earnings ſhould be reſtricted to a daily rate of pay.

(Signed) *Henry Peake.*

No. 45.

The Examination of Mr. PARKIN, one of the Aſſiſtants to the Maſter Shipwright at Sheerneſs; taken 22d May 1806.

1.

ARE the prices in your Scheme of Taſk calculated ſo as to yield the Men 6*s.* a day upon an average of the whole year? *Mr. Parkin.*

No, only while the day-light will allow of their working from ſix to ſix, which is about 8 months in each year. During the remaining four months they will not earn more than 5/6 * a day on an average.

* See No. 46.

2.

In computing the earnings of the Men by Taſk, do you go upon a ſuppoſition of the Men working as they do on day-work, or as Men working by the piece?

On the ſuppoſition of the Men working by the piece.

3.

What difference in point of exertion do you think the Men will make when working by the piece, and by day-work?

I think they will do 1-3d more work by piece than by day-work.

4.

Does the Scheme of Taſk propoſed by you contain more works than the exiſting Scheme; and deſcribe what theſe works are, and the value of them for a Ship of each claſs?

Yes, it does. In the 10th Article one ſtrake of Spirketting to the Lower Deck is added. In the 12th article one ſtrake of Spirketting to the Middle

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Deck is added. In the 14th article, to trim and ſet down the Skid Beams. In the 18th article to lay the flat, build the Powder Cheſts, and fix the Lights. In the 19th article to complete the Store-rooms, and line the Bread-room.

5.

What earnings per day, upon an average of the whole year, do you conſider the Men will gain by the Scheme of Job-work propoſed by you?

Six Shillings per day while they can work from ſix to ſix, which is about eight months in the year. During the remaining four months they will not earn more than 5 *s.* 6 *d.* * a day on an average.

* See No. 46.

6.

Can the works neceſſary to be performed for fitting a Ship for Sea Service, in addition to thoſe mentioned in your Scheme of Taſk, be performed by Taſk; what do thoſe works conſiſt of; and what would be the expence per foot of the length of the Ship for thoſe works, for a Ship of each claſs?

Yes; but it may be done as well by Job as Taſk, as the prices would be the ſame. It is plain eaſy work, which does not require the Taſk Gangs.

7.

Do you think it would be advantageous to have all Ships of each claſs built of one form?

I think it would be attended with very great advantage. The Timber taken out of old Ships, if ſerviceable, might then be uſed in other Ships of the ſame claſs.

8.

If ſuch a plan were adopted, would there be an advantage in converting the Timber immediately on its receipt into the Dock Yard?

It would be attended with ſome advantage, but there would be great difficulty in the execution, as it would at times require an additional number of Sawyers and Converters; and in my opinion, the Timber ſhould remain ſome time in its rough ſtate before converted.

9.

How long ſhould Timber be kept its rough ſtate before converted, and how long ſhould it remain in its converted ſtate before uſed?

I think Timber ſhould be kept a twelvemonth in its rough ſtate before it is converted, but it will not ſuffer by being kept ſix or ſeven months after it is converted; nor will there be any objection to its being put into the frame for ſeaſoning, immediately after being converted.

10.

Does Timber ſuffer by being kept long in its rough ſtate?

Certainly.

11.

As you have propoſed in your Scheme of Taſk to increaſe the ſum at preſent allowed for building a Sloop of 300 tons, viz. £. 682. 10 *s.* 0 *d* to £. 1,344. 0 *s.* 0 *d.* whereas the Officers of Plymouth Yard, in a Scheme which they have drawn out for equalizing the Scheme of Taſk, have propoſed to increaſe the ſum now allowed to £. 870. only; for what reaſon have you propoſed ſo great an increaſe?

I have ſtated in my Anſwer to the ſeventh Queſtion put to me in Auguſt laſt, that, according to the price now allowed (£. 682. 10 *s.*) for building a Sloop of 300 tons, the Men will earn only 3/1. per day; and that the Men employed on a 28-gun Ship of 594 tons, for which £. 1,410. 15 *s.* 0 *d.* is allowed, will earn 5/. a day; now, as the Sloop has the ſame number of Decks as the 28-gun Ship, and as the Scantlings of the Timbers will be the ſame, the price per foot in length allowed for them ſhould alſo be the ſame, and in order to yield the Men 6 *s.* per day on both Ships, I have computed that price at £. 14. per foot. The Ship of 28 guns is 120 feet long, and the Sloop 96 feet, therefore the total of the price for the 28-gun Ship will be £. 1,680. 0 *s.* 0 *d.* and for the Sloop £. 1,344. 0 *s.* 0 *d.*

12.

As the total amount of the workmanſhip for a Ship of each Rate, according to the preſent ſcheme of Taſk, is £. 61,736. 9 *s.* 0 *d.* and the total amount which you have propoſed is £. 62,273. 4 *s.* 0 *d.* being £. 536. 15 *s.* 0 *d.* more than is allowed by the preſent Scheme; on what account have you propoſed that additional ſum?

In forming my Scheme, I took into conſideration the actual labour in building a Ship of each claſs; and in eſtimating the value of that labour, the total ſum

ſum has exceeded the ſum now allowed to the amount ſtated: but in my Scheme there are more works contained than in the preſent Scheme.

13.

Do you think it would be adviſable to form a Committee to aſcertain the prices of the Taſk Scheme; and if ſo, of whom ſhould that Committee conſiſt?

I think a Committee ſhould be formed to conſiſt of five Perſons, Mr. Stephen Dodd, Foreman of Chatham Yard, Mr. William M^c Reight, Maſter Boat-Builder in Sheerneſs Yard, and Mr. Canham, one of the Aſſiſtants in Portſmouth Yard, have had much experience in this work.

14.

Are you of opinion that the experience which has been gained ſince the Scheme of Taſk was formed by working on the ſeparate articles of Taſk, and alſo by blending ſome of them together in order to make the earnings more equal, will have made the Officers and other Perſons in the Dock Yards much better judges now of the time neceſſary for performing the works by Taſk, than when the Taſk Scheme was firſt formed?

Certainly.

15.

Are you of opinion that the Officers who have themſelves been employed on Taſk, as well as in ſuperintending the work performed by others, are the beſt judges of the prices to be allowed for Taſk-work?

Certainly.

16.

For what reaſon have you taken the length of the Ship as the baſis of your calculation for fixing the price of building Ships by Taſk?

Becauſe when a Ship is ordered to be built, the length is the firſt conſideration, by which the number of Frames, Ports, and Beams, and the works of the Ship in general, are guided.

17.

If Ships of each claſs were built all of one form, are you of opinion that advantage would ariſe in the arrangement of the Stores in the Dock Yards?

An advantage would certainly ariſe in this reſpect, by its not being neceſſary to mark each Ship's name on the Maſts, Yards, and Bowſprits, but only the claſs of the Ship; and a more ſimple arrangement of the Stores in general might be introduced.

18.

As in your Scheme of Taſk, you have propoſed to allow £. 35. 10 *s.* per foot for a Ship of 100 guns of 2,164 tons, and £. 35. 15 *s.* per foot for a Ship of the ſame number of guns, but of 2,367 tons, on what account have you propoſed that difference of price?

Becauſe the Scantlings of the Ship of 2,367 tons will be rather longer than thoſe of the Ship of 2,164 tons.

19.

What data have you proceeded upon in forming your opinion of the price per foot proper to be allowed for building a Ship of each claſs?

I have been guided principally by the number of Decks, and the Scantlings of the Timbers.

The Ships of 120, 110, 100, and 90 guns, have the Orlop, Gun Deck, Middle Deck, Upper Deck, and Quarter Deck, and Forecaſtle (in one range) and Round-houſe.

The Ships of 74, 64, and 50 guns have the Orlop, Gun Deck, Upper Deck, the Forecaſtle, Quarter Deck, and Round-houſe.

The Frigates of 38, 36, and 32 guns have the Orlop, the Lower Deck correſponding with the Gun Deck in the before-mentioned Ships, Upper Deck, and Quarter Deck, and Forecaſtle. The 28 and 20 gun Ships and Sloops have the Lower Deck, Upper Deck, Quarter Deck, and Forecaſtle.

20.

State the mode purſued in aſcertaining the tonnage of a Ship, and your objections to that mode?

In firſt and ſecond Rates the length of the Ship is taken from the fore part of the Stem at the height of the Middle Deck, to the aft part of the Sternpoſt at the height of the Wing Tranſom. In Ships below firſt and ſecond Rates, the length of the Ship is taken from the fore part of the Stem at the height of the Upper Deck, to the aft part of the Sternpoſt, at the height of the Wing Tranſom.

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ſom. From the length taken between theſe two perpendiculars, ſubtract 3-5ths of the extreme breadth for the Rake of the Stem forward, and 2½ inches for every foot that the Wing Tranſom is high above the Rabbit of the Keel, for the Rake of the Sternpoſt; the remainder of the length is the Keel for Tonnage. The Keel for Tonnage is multiplied by the extreme breadth, and the product multiplied by 1-half the extreme breadth, and then divided by 94, which gives the tonnage for Builder's meaſurement. My objections to this mode of aſcertaining the tonnage of Ships are theſe: As to the length, according as the Rake of the Stem, or Sternpoſt, is more or leſs, and as to the breadth, according as the form of the Ship is ſharp or full, the cube contents, that is, the tonnage, will be more or leſs: but nevertheleſs the ſame deductions for the Rake of the Stem and Sternpoſt, and the extreme breadth in each Ship, are uſed in the calculation for aſcertaining the tonnage of the Ship. As the breadth of the Ship has ſo much effect in calculating the tonnage, a ſmall alteration in the breadth makes a great alteration in the tonnage.

21.

As the Officers of Woolwich Yard, in their reply to the 10th Queſtion put to them on 30th Auguſt laſt, ſtate certain objections to computing the price for building Ships by the foot in length; conſider what they ſay on this ſubject, and give your opinion, whether or not they are right?

The Officers of Woolwich Yard proceed upon the ſuppoſition of the price per foot in length being regulated in proportion to what is allowed for building, at an equal price per ton, whereas the connexion between the one and the other is not meant to be preſerved; they propoſe to eſtimate the price of building Ships by the number of Frame Timbers, inſtead of by the length, which in fact amounts to nearly the ſame thing, as the number of Frame Timbers will be governed by the length.

22.

Can you ſtate what difference in the total ſum allowed by the preſent Scheme of Taſk for building a Firſt-rate, would be occaſioned by a difference of 3 feet in the breadth, and what would be the actual value of the additional labour occaſioned thereby?

Three feet of difference in the breadth of a Firſt-rate of 196 feet long, would occaſion a difference of £. 900 in the price allowed for building her, although the difference in the value of the actual labour performed would not amount to £. 30.

23.

Are the Apprentices entered in the Yards under the Regulations of December 1802, of a much inferior claſs than thoſe who were entered under the Regulations which exiſted previouſly to that time; and do you think that they will become as well qualified to be employed in the Mould-loft as the Apprentices on the old footing?

They are much inferior in education, and I do not think they will become ſo well qualified for the Mould-loft.

24.

Do you think that from among theſe Apprentices, as many in proportion may be ſelected for the Mould-lofts as from the Apprentices on the old footing?

Not being ſo well educated, it is not likely that ſo many Appentices will be eligible for the Mould-lofts.

25.

Do you think that it would be attended with great advantage for the Officers of the Yards to have a ſuperior education to what they now uſually receive?

Moſt certainly, as we ſenſibly feel the diſadvantage ariſing from the want of a better education as we advance in our profeſſion.

26.

Reconſider your replies to the Queſtions put to you in Auguſt laſt, and ſtate whether, upon further conſideration, you wiſh to alter any of them?

In my reply to the 9th Queſtion I meant to ſay, that the number of articles into which the Taſk Scheme is divided was very proper; but in a few inſtances, works are included in one article which ought to be in another; and in the Scheme formed under your direction, I have placed them in the proper articles.

In my reply to the 18th Queſtion, I have ſtated, that there is no difference in the aſſiſtance of Scavelmen and Labourers given to Taſk Gangs in Ships of different Rates, but I would wiſh to ſubſtitute the following Anſwer:

"There

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" There is a difference in the Ships of different claſſes, as the ſmall Ships do " not require ſo many as the large Ships; but the proportion is nearly the " ſame to each Taſk Company."

27.

What are the principal advantages which you think would ariſe by Ships of each claſs being built all of one form?

The Maſts, Yards, Rigging, and Stores, for all the Ships of each claſs, would in conſequence be of the ſame ſize, which would greatly facilitate the ſupplying of Ships with Stores, and ſave the expence of altering thoſe provided with a view of being ſupplied to a particular Ship, when wanted for another Ship of the ſame claſs; great advantage would alſo ariſe in ſending Stores abroad, as the time and expence of altering and converting Stores ſent out for Ships on foreign ſtations would be ſaved, which muſt now be very great; Ships at ſea might alſo ſupply one another with Stores, which might be uſed without the expence and delay of alteration.

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No. 46.

Letter from Mr. PARKIN, reſpecting the Earnings of the Shipwrights during the Winter Months.

Sir, Sheerneſs, 16th June 1806.

IN anſwer to your's of the 14th inſtant, reſpecting the Queſtion put to me on the 22d ultimo, beg to obſerve the 6/ per day for the 8 months in each year is correct; the 5/6 for the 4 months is certainly a miſtake. During the ſhort months, the bell rings from the 24th November to the 5th January at 7 o'clock in the morning, and half-paſt four o'Clock in the afternoon, which reduces the labour two hours and a half in each day, and will reduce the earnings of the Workmen 1/6 per day; if the weather proves unfavourable, it will make a greater difference.

I am, Sir,

Your very humble Servant,

J. T. Briggs, Eſq. *G. Parkin.*

P. S. I have juſt received the book, and will attend to it. You will receive the other accounts in a day or two.

No. 47.

The Examination of Sir WILLIAM RULE, Junior Surveyor of the Navy; taken 12th May 1806.

1.

Sir Wm Rule.

IS it poſſible to build a Ship in ſuch a manner as to employ only unconnected individuals upon her, ſo that the labour performed by each Man may be known, and paid for accordingly?

I conſider it to be impoſſible. The works generally require the united aſſiſtance of ſeveral Men at the ſame time.

2.

What is the moſt convenient number of Men to be employed together in Gangs, in building a Ship?

The number at preſent employed in a Gang is, in my opinion, very proper; viz. 15 Men, 4 Apprentices, and a Quarterman. Theſe are as many as one Man can well ſuperintend.

3.

Are entire Gangs uſually employed in building Ships, or does it frequently happen that parts of Gangs are employed thereon?

The Gangs are ſeldom divided in building Ships.

4.

Will the earnings of Men employed on one article of Taſk differ materially from the earnings of thoſe employed on another article?

Yes; in order therefore to equalize the Men's earnings, it is advantageous to

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blend ſeveral articles together, by which means alſo, in caſe materials are wanting for one article, another can be proceeded with.

5.

In the account furniſhed by you, dated 7th inſtant, it is ſtated that 45 Men and 12 Apprentices are the greateſt number that can, with advantage, be employed in building a Ship of 2,498 tons, *on an average*; can you ſtate the greateſt number that can be employed in building her in the different ſtages of the work, without interfering with one another?

I cannot ſtate it without firſt well conſidering the ſubject.

6.

Does the preſent Scheme of Taſk contain all the works neceſſary for putting a Ship into a ſtate for ordinary?

I am not aware that any works worthy of notice are omitted.

7.

Could the works neceſſary for fitting a Ship for ſea be conveniently performed by Taſk, and added to the Scheme of Taſk-work?

Certainly; but they ſhould not be performed at the ſame time that the works now included in the Scheme of Taſk are performed, which complete the Ship for ordinary, unleſs the Ship ſhould be ordered to be fitted for ſea ſervice before launched, which is in war time frequently the caſe.

8.

Should the following works be performed in fitting a Ship for a ſtate of ordinary: ſhutting n openings in Bulkheads (left open for a circulation of air) Linings, fitting the interior of the Powder Magazines, Store-rooms, Bread-rooms, &c. &c. in the Hold; ſhutting in the openings in the Decks, Spirkettings, and Waterways?

Certainly not, as they would prevent a free circulation of air, which is of the greateſt importance in preſerving a Ship in a ſtate of ordinary.

9.

What plan ſhould in your opinion be followed, in order to form the beſt Scheme of Taſk that can be deviſed, and what perſons ſhould be conſulted on the occaſion?

The opinion of the Maſter Shipwrights and their Aſſiſtants, in the ſeveral Yards, ſhould be taken.

10.

If different plans ſhould be obtained from the perſons who may be ſo conſulted, do you think that a Committee ſhould be formed to decide which is the beſt, or to form a Scheme of Taſk from thoſe plans, ſelecting from each whatever ſeems the moſt proper; and ſhould that Committee be compoſed of perſons from the Merchants Yards, as well as from the King's Yards?

I think it would be very proper to form a Committee for this purpoſe, compoſed of people belonging to the Dock Yards. I do not think that the Merchant Builders, or people employed in their Yards, are ſufficiently acquainted with the prices of work to be of uſe in the formation of this Scheme. If, however, it ſhould be judged right that they ſhould form part of the Committee, I think Mr. Brent and Mr. Roberts, of Meſſrs. Barnards Yard, are the moſt likely to give the beſt information on the ſubject.

11.

How long will it take to fit a 74-gun Ship from a ſtate of ordinary for Sea Service?

About 5 or 6 weeks, employing four Gangs of Shipwrights.

12.

After a Draught for building a Ship has been ſent down to the Yard in which the Ship is to be built, are any, and what further Draughts, or parts of Draughts, made therefrom, in the courſe of proceeding in the building of the Ship; and what is meant by "laying off a Ship?"

All the neceſſary Drawings are ſent from the Navy Office. They conſiſt of the Sheer Draught, the Profile Draught, the plans of the Decks, the diſpoſition of the Frame, and the ſcheme of Scantlings. The Draughts are generally formed by a ſcale of 1-4th of an inch to a foot; and "laying off a Ship" is raſing the plan on the floor of the Mould loft from the Drawings the full ſize of the Ship, in order that the Moulds may be made therefrom.

13.

Does it occaſion much trouble, and occupy much time to make the Draughts of Ships, lay them off, and make the Moulds?

The trouble is very great. To make the Draughts of a Firſt-rate generally occupies

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occupies one Draughtſman about two months, beſides the time and attention beſtowed by the Surveyors themſelves. It frequently happens that when Ships are ordered to be built by the Draughts of Ships already in the Service, with certain alterations therein, the trouble of making thoſe alterations is as great as making new Draughts. It will occupy about ſix Apprentices, and two Joiners, ſix or ſeven weeks to lay off and make the Moulds for a Firſt-rate.

14.

What neceſſity is there for pro and ſub-Quartermen in the Yards (diſtinguiſhing each) and how are they employed?

When eſtabliſhed Quartermen are abſent from the Yard for any length of time, there muſt be pro-Quartermen to ſupply their places; but I think ſub-Quartermen had better be aboliſhed, for, after they have been employed as Quartermen they are unwilling to return to their Tools, and when the eſtabliſhed Quartermen are abſent for a ſhort time, the firſt Men in the Gang may act for them.

15.

Do you conſider it an adviſable meaſure to require Shipwrights, who have been bred up in the King's Service, to ſerve four years after their apprenticeſhip has expired, and thoſe who have not been bred up in the King's Service to ſerve four years after their entry, before they can be appointed Quartermen?

I ſee no objection to that regulation. They become better qualified for their ſituations.

16.

When it occurs that an Apprentice is not working in the ſame Gang with his Inſtructor, do you think it would be adviſable to appoint a deſerving Shipwright in the Gang in which he may be employed to inſtruct him, and make ſuch Shipwright ſome allowance out of the Apprentice's earnings for his trouble; and what proportion of his earnings ſhould that allowance be?

I do not ſee how this can be done without creating diſſatisfaction.

17.

When the time of an Apprentice has expired, are you of opinion that another Apprentice ſhould be entered to the Shipwright in his ſtead?

I think Apprentices ſhould always be given to the moſt deſerving Men, whether they have had Apprentices before or not; when the claims for this indulgence are equal, it may be right to give a preference in beſtowing it to the one who has not had an Apprentice before, but attention ſhould be paid to thoſe who have large Families, provided they are in other reſpects proper.

18.

Do you think that the proportion of earnings for the Apprentices, mentioned in the 12th Article of the rough draught Regulations now ſhewn you, and the mode of dividing thoſe earnings mentioned in the 3d Article, are proper?

I think the proportion of the Apprentices earnings, and the mode of dividing them, very proper, except that it may happen in a long Peace, when leſs Extra is worked than at preſent, that the Apprentices may not earn enough to cover the £.60 per annum allowed during the laſt three years of their time.

19.

Do you think that the allowances mentioned in the 7th Article of the Regulations now ſhewn you, are proper to be made the Apprentices when they receive a hurt in the King's Service?

I think they ſhould be made the ſame allowance when confined at home, as when they can attend one call a day, as the Surgeon of the Yard is now required, which was not the caſe formerly, to viſit the Apprentices, which will prevent their being abſent from the Yard longer than neceſſary for the cure of their hurts. The ſums mentioned ſhould be divided between the Inſtructor and his Apprentice, in the ſame proportion as his earnings are divided.

20.

What proportion do you think the number of Apprentices ſhould bear to the number of Shipwrights in the Yard?

I think the proportion ſhould be one Apprentice to every four Shipwrights.

21.

Can the form in which the Weekly Progreſs of the works performed on Ships in the King's Yards, and the Monthly Progreſs of thoſe performed on King's Ships in the Merchants Yards, be improved?

I think they at preſent anſwer every purpoſe.

(Signed) *Wm Rule.*

No. 48.

The Examination of Mr. KNOWLES, one of the Aſſiſtants to the Maſter Shipwright, and Timber Maſter in Woolwich Yard; 23d April 1806.

1.

Mr. Knowles.

AS it appears by the Returns we have received, that there is not one example, in all the Yards, of an Apprentice entered under the Regulations eſtabliſhed in 1802, being employed in a Mould-loft or Officers Cabin, whereas many of the Apprentices entered under the Regulations which were in exiſtence previouſly to that time, as well as many Shipwrights, are employed therein, what in your opinion is the cauſe thereof?

I conſider it to be owing to their being of ſo inferior a deſcription, as not to be ſufficiently qualified for that purpoſe. Scarcely one in five of them can write his own name.

2.

As it is intended that a ſuperior claſs of Apprentices ſhould be entered in the Dock Yards, for the purpoſe of receiving ſuch inſtruction in Naval Architecture as will qualify them for filling the higheſt offices in that line; and as it is important that they ſhould be well informed in every part of the buſineſs of the Dock Yards, in what manner do you think they can apply themſelves during their Apprenticeſhip, in gaining a knowledge of every thing reſpecting Timber?

An Apprentice of a ſuperior claſs, ſhould work at leaſt half his Apprenticeſhip on different Ships, to make him acquainted with the practical part of his buſineſs; after that time he ſhould be inſtructed in the manner of conſtructing a draught, and the method of laying Ships down in the Mould-loft; and during the laſt year of his time he ſhould attend to the converſion of Timber: this ſyſtem would, I think, fit an Apprentice of a moderate capacity for any office in his line of buſineſs.

3.

Do you conſider that there would be a ſaving of labour, and alſo a ſaving of Timber, by Timber being converted immediately on receipt into the Yard, and do you not conſider that by Ships of each rate being built of one model, it may generally be known to what purpoſe each piece of Timber may be applicable, either for building or repair, ſo as to allow of its being converted for ſuch purpoſe immediately on its receipt; you will ſtate fully in what manner the ſaving of Timber and of labour will ariſe?

I am of opinion that there would be a ſaving of labour if the Logs were converted immediately on their receipt, (and which could be done in ſome meaſure, if Ships of the like claſs were built by the ſame draught); labour would be ſaved by not being under the neceſſity of ſtowing and unſtowing the Timber, as is now done by the Log being firſt ſtowed away in a rough ſtate; but I ſee no way in which the expenditure of Timber would be ſaved by that method. If Ships of the like claſs were built according to one draught, a great expence would be ſaved, that of laying down the Ships, making Moulds, &c. and in their general repairs, the ſerviceable remains of other Ships of their ſize that may have been taken to pieces would be found uſeful, and Timber that may have been converted for other Ships to be built might then be uſed, if the emergency of the Service required it. I would particularly recommend that Ships be ſo conſtructed, that their Timbers do compaſs but little, ſo that the Timber may be more eaſily procured; but a difficulty will ariſe, whether the building of Ships by one draught will not prevent improvements being made in the conſtruction of draughts; and which I fear would be the caſe.

4.

Are the Regulations now preſcribed for the receipt, management, and converſion of Timber, carried fully into effect, or in what particulars, and for what reaſon are they not carried into effect?

The receipt, management, and converſion of Timber, is carried into effect agreeably to the preſcribed Regulations, except in ſome trifling deviations from the printed forms.

5.

Do you conſider that the mode in which the contracts for Timber are formed at preſent is objectionable, and if ſo, what alterations would you propoſe therein?

In ſome reſpects, I certainly do conſider that alterations ſhould be made in the

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the Contract for ſided Timber as a ſecond and third ſuttock for a 44-gun Ship, the greateſt length is twelve feet; the length of a 38-gun Ship's, at preſent, are fourteen feet long; there is alſo too great a diſproportion between the ſiding of a 44 and 50-gun Ship top Timber, the former being only ten and a quarter inches and the latter thirteen inches. I would therefore recommend that the contract in queſtion ſhould be altogether reviſed, and the Scantlings and qualifications be altered to a firſt-rate, large 74, a 64, and 38-gun Ship's only, as the variation in ſiding are ſo trifling between the other rates.

6.

Which do you conſider the moſt advantageous for the Public, to receive Timber into the Yards in a rough, in a ſided, or in a converted ſtate; and what are the reaſons for your opinions in either caſe?

I think it moſt advantageous to receive Timber in a rough ſtate, as it can be better converted to the purpoſes required, and the Public gain the benefit of the ſmaller converſions, ſuch as Plank Board, Carlings, Ledges, Chocks, &c. which, if it were received in a ſided or converted ſtate, would be loſt.

7.

Does the preſent mode of charging the Storekeeper with Timber, in the firſt inſtance diſcharging him of it for converſion, and re-charging him with it when converted, occaſion much trouble; what are the advantages or diſadvantages attending this meaſure, and can you ſuggeſt any improvement in this reſpect?

To avoid difficulty and trouble in keeping the accounts of the remains of Timber from converſion, when a Log, &c. is taken to the Pits, the Storekeeper ſhould be diſcharged of the ſame, and re-charged with the net contents of each piece it converts to till uſed, (the offal or ſlab to be expended when cut) not carrying the number of the Log on each ſmall piece, but only on the principal one; by that means great trouble would be ſaved. The Officers which have the carrying on the different works ſhould each keep an account of all Timber, &c. uſed by them, giving in at the expiration of each month to the Timber Maſter the total quantity of each article expended, which account ſhould be ſigned by the Maſter Shipwright and Timber Maſter, as a voucher for the Storekeeper's expenditure; by that means the accounts would be more eaſily and correctly kept than the daily ones are at preſent.

8.

Would it ſave much trouble, both to the Timber Maſter and the Storekeeper, for the Timber Maſter to be made the Storekeeper of the Timber; and what would be the advantages or diſadvantages of ſuch a meaſure?

I am of opinion that the charge of the Timber had better be transferred from the Storekeeper to the Timber Maſter; by this Regulation, trouble would be ſaved to the Storekeeper, but would occaſion more buſineſs to the Timber Maſter; the accounts would be leſs complicated, but which could not be carried into effect without the aſſiſtance of Clerks, to be under the Timber Maſter's directions, and even in the preſent ſtate of things is very requiſite. It is a difficult taſk to find Artificers properly qualified to keep accounts, and moſt likely thoſe muſt be ſelected for that Service whoſe abilities would be better employed in other branches.

9.

If Timber ſhould be ſent nome from diſtant parts abroad, are you of opinion that it ſhould be ſided or converted on the ſpot, in order to ſave freight?

Timber, if ſent from diſtant parts, ſhould be converted on the ſpot to ſave freight, and which could be eaſily done, if the idea of building each claſs of Ships by one draught ſhould be carried into effect.

10.

Are you of opinion, that it is more advantageous to give Ships permanent repairs when materially defective, than to break them up, and appropriate their ſerviceable remains to the building of new Ships; and what are your reaſons for ſuch opinion?

In my opinion it would be more advantageous to break up Ships when they are materially defective, than to put them into a permanent repair, eſpecially if the third article were to be put in execution, as the ſound materials would anſwer every purpoſe for building or repairing.

11.

To what cauſe do you attribute the circumſtance of the expence of repairing Ships, in many caſes, greatly exceeding the coſt of new Ships of the ſame ſize?

I know of no other cauſe of the expence of large repairs on Ships exceeding

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the coſts of new ones, than from the labour in aſcertaining what parts are defective, and from the difficulty in ſhifting and replacing particular pieces that are found decayed, and the continual changing of ſtaging and ſhores; all theſe circumſtances greatly enhance the labour, and which is more than equal in value to the ſerviceable materials that will again do for the Ship.

12.

What plan would you recommend to be purſued in proceeding to repair Ships, ſo as to prevent, as much as poſſible, all unneceſſary expence?

I would examine all the ends of the Beams, by taking out the Waterways and the topſide in Wake of the Chain Bolts and Port Timbers, and if they, as well as moſt of the Frame were found defective, would take her to pieces, and apply the ſound Timber, &c. to other Ships.

(Signed) *John Knowles.*

No. 49.

Letter from Mr. PEAKE, reſpecting Apprentices and Taſk-work.

Deptford Yard, 2d June 1806.

Sir,

I HAVE received your Letter of the 23d ultimo, informing me, that you had received the commands of the Commiſſioners for reviſing the Civil Affairs of the Navy, requiring me to give Anſwers to the following Queſtions; viz.

1ſt. As, in the verbal Anſwers you gave to the Queſtions put to you on the 19th April laſt, you ſtated that you were of opinion, the inferiority of the education of the Apprentices entered under the Regulations of the 7th December 1802, was the cauſe of their being unfit for being employed in the Mould-loft: Do you ſtill remain of that opinion?

In my anſwer to the verbal Queſtions put to me at that time, I gave it as my opinion, that the education of the Apprentices entered ſubſequent to the Regulations of 1802, was inferior to thoſe entered prior to that period. I am ſtill of opinion, that the Apprentices who were entered to Officers prior to the Regulations of 1802, had in general received a very ſuperior education to thoſe entered under the Regulations of 1802; at leaſt ſuch as had fallen within my knowledge, and had been apprenticed to myſelf and other Officers, when compared with thoſe who have been indentured to me as Maſter Shipwright, and conſidered as Apprentices to Government; ſeveral of whom are unable to read, or even ſign their Indentures. I do not however mean it to be underſtood, that all the Apprentices entered under the Regulations of December 1802 are unfit for being employed in the Mould-lofts; but I cannot help obſerving, that in conſideration of the inabilities in general of the Friends or Guardians of thoſe Boys to give them any further education than what they had received when firſt entered Apprentice, there ſeems good reaſon to believe that very few of the preſent Apprentices (at leaſt here) will receive an education to duly qualify them to be brought forward as Officers.

2d. Are you of opinion, that the experience which has been gained ſince the Scheme of Taſk-work was formed, by working on the ſeparate articles of Taſk, and alſo by blending ſome of them together, will have made the Officers and other Perſons in the Dock Yards much better judges now of the time neceſſary for performing the work by Taſk, than when the Scheme was firſt formed?

The experience gained from long practice and obſervation made on the time required for the performance of the various works in building and repairing Ships, I am of opinion, have enabled the Officers and other perſons converſant therein, to form a much better judgment of the time requiſite for performing the work by Taſk now, than when the Taſk Scheme was firſt formed.—See the Anſwers of the Officers to the 6th Queſtion of the Commiſſioners of Reviſion, dated 30th of Auguſt 1805.

3d. Are you of opinion that the Officers who have themſelves been employed on Taſk, as well as in ſuperintending the works performed by others, are the beſt judges of the prices to be allowed for Taſk-work; and if ſo, will you name the Officers whom you conſider to have had the moſt experience in theſe reſpects?

I do not know any Officer who had been employed on Taſk Work, as well

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as in ſuperintending the work performed by others; but if there are ſuch Officers, and ſhould they be found intelligent Men, I am of opinion they would be the beſt judges of the prices to be allowed for Taſk-work.

The Officers whom I conſider to have had conſiderable experience in theſe reſpects, and who I have reaſon to think are intelligent and thinking Men are, Mr. Roberts, Aſſiſtant Surveyor; Mr. Parkins, Aſſiſtant Builder at Sheerneſs; Mr. Wellington, Foreman to the Shipwrights here; and Mr. Wellſtead, Foreman to the Shipwrights in Portſmouth Yard. There however may be, and no doubt are other Officers equally competent as the Officers above-named.

I remain, Sir,
Your very obedient Servant,
J. T. Briggs, Eſq. *Henry Peake.*

No. 50.

Letter from Mr. PEAKE, reſpecting Taſk-work.

Deptford Yard, 2nd June 1806.

Sir,

I HAVE received your Letter of the 12th ultimo, informing me, that you had received the commands of the Commiſſioners for reviſing the Civil Affairs of the Navy, requiring me to take into conſideration my reply to the 16th Queſtion, which accompanied their Precept to me, dated 30th Auguſt laſt; and let them know whether I am of opinion that the works ſtated therein, as not being included in the Scheme of Taſk, can be performed by Taſk: alſo, to reconſider my reply to the 14th Queſtion put to me on the 5th ultimo, relative to the works not contained in the preſent Scheme of Taſk, which are required to be performed in building Ships for a ſtate of ordinary, conſiſting, among others, in ſhutting in openings in Bulkheads (left open for a circulation of air) Linings, &c. and report to the Board, whether I ſtill think that thoſe works ſhould be performed in fitting a Ship for a ſtate of ordinary:—

In anſwer thereto, requeſt you would be pleaſed to inform the Board, that I have taken into conſideration my reply to the 16th Queſtion, accompanying their Precept to me dated the 20th of Auguſt laſt, and am of opinion, that the works ſtated therein as not being included in the Scheme of Taſk, could be performed by Taſk, provided a reviſed and well-digeſted Scheme of Works was to be formed.—See my Anſwer to the 6th Queſtion of the Board, of the above date; alſo my Anſwers to the 1ſt and 2d Queſtions put to me on my Examination on the 15th ultimo.

With reſpect to the works which are required to be performed on building Ships, in addition to the twenty-five Taſk Articles, I am with deference of opinion, that no more works ſhould be left unfiniſhed on Ships in good condition, ordered to be laid up in ordinary, than was judged neceſſary to give as free a circulation of air to the ſeveral parts of the Ships as circumſtances would permit; by reaſon that if any conſiderable portion of the interior fitting was left undone in order to afford a freer circulation of air, or for any other purpoſes, it is preſumable that in the event of any ſudden demand for the equipment of a Fleet, more time would be required to complete them for ſea than the exigence of the time could allow.

I remain, Sir,
Your very obedient Servant,
J. T. Briggs, Eſq. (Signed) *Henry Peake.*

No. 51.

Letter from Deptford Officers, ſtating the preſent mode of meaſuring and taking Accounts of Works performed by Taſk and Job, and the manner of Surveying Ships.

Deptford Yard, 2d June 1806.

My Lord and Gentlemen,

IN reply to the directions in your Precept of the 31ſt ultimo, directing us to ſend you a Statement of the Manner in which the works performed by Taſk in building,

building, and by Job in repairing Ships, are now meaſured, and the accounts taken, &c. beg to reply as follows:

TASK.

A ſpecific ſum being allowed for the performance of each reſpective article, is every three months tranſmitted to the Clerk of the Cheque's Office, with the number of Men, and days each Man had been employed thereon; where it is checked, and the Men's wages calculated. If only a part of any of the articles had been performed in the courſe of the quarter, a valuation thereof is affixed by the Foreman of the New Works, ſubject to the approbation of the Maſter Shipwright, and deducted from the ſum allowed for theſe articles; the remainder is paid to the Workmen at the expiration of the ſucceeding quarter, when the articles are completed.

JOB.

The works performed by Job on the Ships repairing are meaſured by the Quartermen, and at uncertain periods checked by the Foreman of the Shipwrights; who, every month, draw out an account of the works which have been performed, approved of by the Aſſiſtant ſuperintending the repairs of the Ship, and then ſent to the Maſter-Shipwright's Office, with the precedented prices which have been allowed by the Navy Board for ſimilar works on ſimilar rates, of Ships affixed thereto. Such works for which there are no precedent prices, are valued by the Officers, and tranſmitted to the Navy Board for their approval. After the Navy Board have allowed the prices propoſed, or ſuch others as they in their judgment think proper, the accounts are corrected in the Maſter Shipwright's Office, and ſent to that of the Clerk of the Cheque (with the number of Men, and days that had been incurred on each Ship) who checks the Valuations, and caſts the Workmen's Wages.

We alſo beg leave to ſend the following Anſwers to the other Queſtions contained in your ſaid Precept:—

1ſt. As the ſurvey of Ships is generally taken while they lay afloat, the expence for repairing them is eſtimated upon the opinion formed of the extent of the defects by boring, from their age, and alſo from the general apparent ſtate of the Ship.

2d. The account of the defects, with the probable time and expence of repairing them, is tranſmitted to the Navy Board.

3d. When a Ship is built, or repaired, an account of the expence attending the ſame is tranſmitted to the Navy Board at the end of the year in which ſhe may be completed.

4th. No compariſon is made at this Dock Yard of the expence incurred in building or repairing a Ship, with the Eſtimate, conſequently no reſult has been reported.

We remain,

My Lord and Gentlemen,

Your moſt obedient Servants,

(Signed) *R. Roſewell.* *Henry Peake.*
John Baſtard. *Jn° Hooker.*

Commiſſioners, &c. of Reviſion.

No. 52.

LETTER from Woolwich Officers.

Woolwich Yard, 3d June 1806.

My Lord and Gentlemen,

YOU having, by your Precept of 31ſt ultimo, directed us to ſend a ſtatement, ſhewing the manner in which the works performed by Taſk in building, and by Job in repairing Ships (diſtinguiſhing each) are now meaſured, and the accounts taken, detailing the ſame minutely from the performance of the works, until the men are paid for them, and ſtating by whom the prices are affixed to the works, and by whom they are checked:—

We beg leave to acquaint you, that in building Ships by Taſk, the Workmen are allowed for each of the ſeveral articles a ſpecific ſum, as eſtabliſhed for Ships of the ſeveral claſſes; but for ſuch works as may not be included in the Scheme of Taſk, which is denominated Extra-work, the prices for the ſeveral articles are propoſed to the Honourable Navy Board, and ſubmitted for their approval.

In all works not included in the Scheme of Taſk, and on Ships repairing and fitting for ſervice, all planking, both inſide and out, laying Decks, the building and lining

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all Bulkheads, replacing Comings, Headledge, and Cants for Cabins, by meaſurement at per foot running.

Dubbing of Timbers, Flat of Decks, Bottom and Ships ſides, at per foot ſuperficial.

Trimming and getting in the places, Timbers, Chocks, Breaſthooks, Crutches, Beams, Knees, Ryders, and Bitts, letting down Carlings and Ledges, ſetting up Stantions, Pillars, and Shores, at certain prices for each ſeparate article.

Taking off and replacing Copper Sheets at per ſheet, and if the whole of the Copper is taken off, and replaced, prices are allowed for the Ships of the ſeveral claſſes.

The quantity of work performed is aſcertained by the Quarterman of each Gang, and by them daily entered in a Rough-book, which Book is ſent to the Job Office, at the end of every month, to be tranſcribed and reviſed under the inſpection of the Aſſiſtants and Foreman, and the prices affixed to ſuch articles as allowed by the Honourable Navy Board's Warrants. Certificates for the amount of works performed by Taſk and Job are tranſmitted to the Clerk of the Cheque, certified by the Maſter Shipwright and his Aſſiſtants, from which Certificates the Workmen's earnings are ſet off on the Quarterly Pay-books.

We have conſidered the following Queſtions, as directed, and ſubmit our Replies thereto as follows; viz.

Is the expence of repairing Ships eſtimated upon the opinion which is formed of the extent of their defects by boring only, without opening them?

When Ships are ſurveyed afloat, the Eſtimate is formed from the extent of the defects by boring, and on a general inſpection of the ſeveral parts of the Ship, at which time the Carpenter's Report of the Ship is conſidered, and under every circumſtance of age, condition, and general appearance, an Eſtimate is formed of the probable ſum required to put the Ship into condition for ſervice.

When Ships are ſurveyed in a Dock, in all caſes where they may require a ſmall, middling, or large repair, the expence of repair is thereby aſcertained with more certainty than by boring, as ſuch parts of the work is taken off as may be neceſſary to form an opinion of the nature and extent of the defects.

What purpoſe is the Eſtimate applied to?

To cover the expence of the building or repairing.

Is any account tranſmitted to the Navy Board of the actual expence incurred in building and repairing Ships?

Annual accounts are tranſmitted to the Navy Board of the actual expence in building and repairing Ships.

Is the actual expence incurred in building or repairing a Ship afterwards compared with the Eſtimate, in order to ſee whether the former has exceeded, or fallen ſhort of the latter; and is the reſult of ſuch compariſon reported to the Navy Board?

The actual expence in building and repairing Ships is reported to the Navy Board in the Annual Expences, with the ſums eſtimated for the repair, in which Annual Expences, is ſtated the ſums which the ſeveral Ships have exceeded, or fallen ſhort of the Eſtimate.

We remain,
My Lord, and Gentlemen,
Your moſt obedient Servants,

(Signed) *Edw. Siſon.* *John Knowles.* *W. Sture.*

The Hon^ble Commiſſioners for Reviſing, &c.
the Civil Affairs of His Majeſty's Navy.

No. 53.

LETTER from Commiſſioner Hope.

Chatham Dock, 1ſt June 1806.

Gentlemen,

I HEREWITH ſend you the Replies of the Officers of this Yard, to the ſeveral Queſtions propoſed in your Precept of yeſterday. The Statement reſpecting the works performed by Taſk and Job ſhall be tranſmitted to you as ſoon as it is made out.

I am,
Gentlemen,
Your moſt humble Servant,

Commiſſioners of Reviſion. (Signed) *Cha^s Hope.*

No. 54. Enclosure to No. 53.

LETTER from the Officers of Chatham Yard.

Chatham Yard, 1st June 1806.

Sir,

AGREEABLE to your directions, we send you Answers to the several Questions you have proposed to us, for the information of the Commissioners for revising and digesting the Civil Affairs of the Navy; viz.

First. Is the expence of repairing Ships estimated upon the opinion which is formed of the extent of the defects by boring them only, without opening them?

The Estimate for repairing is formed, and sent to the Honourable Navy Board, from boring and spotting while the Ship is afloat, and the best opinion is formed then of the nature of the repair the Ship will require; after which, when taken into Dock, if the defects are found to exceed the former Estimate, a fresh survey is taken, and sent to the Board with a fresh Estimate.

Second. What purpose is the Estimate applied to?

To make good the defects of the Ship, and comprises the materials and workmanship for the Hull, Copper Fastenings, Copper on the Bottom, Masts and Yards, and also contains a head of Furniture and Stores to an eight months proportion.

Third. Is any account transmitted to the Navy Board of the actual expence incurred in building and repairing Ships?

Yes.

Fourth. Is the actual expence incurred in building or repairing a Ship afterwards compared with the Estimate, in order to see whether the former has exceeded, or fallen short of the latter, and is the result of such comparison reported to the Navy Board?

The actual expence incurred in building or repairing a Ship being sent to the Honourable Navy Board, who are in possession of the Estimate, no comparison of them is made at the Dock Yard.

We remain,
Sir,
Your most obedient Servants,

(Signed) *R. Seppings.* *W. Hunt.* *P. Hillyer.*

Commissioner *Hope.*

No. 55.

LETTER from Commissioner Hope.

Chatham Dock, 3d June 1806.

Gentlemen,

INCLOSED I send you the Reply of the Shipwright Officers of this Yard, to that part of your Precept of the 31st ultimo, respecting the works performed by Task and Job, as mentioned in my Letter of the 1st instant.

And I am,
Gentlemen,
Your most humble Servant,

Commissioners of Revision. (Signed) *Cha^s Hope.*

No. 56. Enclosure to No. 55.

LETTER from the Officers of Chatham Yard.

Chatham Yard, 3d June 1806.

Sir,

You having been pleased, by your Warrant of the 1st instant, to direct us to report to you on the following Questions, for the information of the Commissioners of Revision:

1st. Shew

1st. Shew the manner by which the works performed by Task in building Ships are now measured, and the accounts taken, detailing the same minutely?

The building of Ships is divided into a certain number of articles, established by the Honourable Navy Board in March 1775, and the Ship, according to her class, is paid at a fixed rate per ton; when an article or articles, or a proportion of those articles, are completed in a quarter, the amount is sent from the Master Shipwright's office, signed by him, to the Check Office, in order that the sum may be set off against the Men in proportion to the time they have been employed on the Ship.

2d. In repairing Ships, how is the work measured, and the accounts taken, detailing the same minutely from the performance of the work until the Men are paid for them, stating by whom the prices are affixed to works, and by whom checked?

The works are measured by the Quartermen of the respective Gangs or Companies, who are placed on a salary for that purpose, in order that they should not be interested in the earnings of the People under them; written accounts of the works done are delivered in by the Quartermen under whom the works are performed, to the Master or Foreman they are immediately under. The prices for different works have from time to time been affixed by the Honourable Navy Board, and when any thing new occurs for which a precedent cannot be found, a price is proposed to the Board for their approval. The measurement and numbers returned by the Quartermen are occasionally checked by the Assistants, Masters, and Foremen, that the works are performed under, and finally an account is made out fair, from the Quartermen's rough-book, and signed by the Master Shipwright and his Assistants, and the Master or Foreman under whom the works were executed; after which it is sent to the Check Office, in order that the same may be set off against the Men, in proportion to the time they have been employed on the various works.

We remain,
Sir,
Your most obedient Servants,

(Signed) *R. Seppings.* *P. Hellyer.*
Geo. Pallifer. *W. Hunt.*

Commissioner *Hope.*

No 57.

LETTER from Commissioner Grey.

Sheerness Yard, 1st June 1806.

Gentlemen,

I HAVE called upon the Officers of the Yard to answer the Questions contained in your Precept to me of yesterday's date, and herewith enclose their Reply.

I am,
Gentlemen,
Your most humble Servant,
(Signed) *Geo. Grey.*

The Commissioners of Revision,
&c. &c. &c.

No. 58. Enclosure to N° 57.

LETTER from the Officers of Sheerness Yard.

Sheerness Yard, 1st June 1806.

Sir,

IN obedience to your directions of this day's date, for us to inform you of the manner in which the works performed by Task and Job are measured, and the accounts taken, and to acquaint you if the Estimates for repairing of Ships is formed from the defects discovered by boring, without opening them, and how the Estimates are applied; we beg leave to acquaint you, the Scheme for building Ships by Task being divided into 25 articles, and a certain sum fixed for each, agreeable to the Rate of

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the Ship, no meaſurement is required:—A note is made by the Maſter Shipwright to the Clerk of the Check, informing him that one, two, or more Gangs of Shipwrights are to begin the 5th, or any other article of the Scheme of Taſk the next day; and when each article is finiſhed, the Maſter Shipwright, his Aſſiſtants, the Foreman of the Yard, and the Foremen of the New-Work, with the Quartermen employed thereon, and the Carpenter of the Ship, ſurvey the work performed, and certify to its being well performed on the back of the next Week's Progreſs; and the Maſter Shipwright then makes a note to the Clerk of the Check, informing him the article is completed in ſo many days by the number of People employed; and if any part of the article is from neceſſity omitted, he ſtates what work it is, and the ſum to be deducted for it, which ſum is determined by him and his Aſſiſtants. When the work thus deducted for is finiſhed, the Maſter Shipwright informs the Clerk of the Cheque of it, and deſires him to allow the ſame, ſtating from which article it was deducted, and the Clerk of the Cheque ſets off the Workmen and Apprentices earnings on the Quarterly Pay-books from the Maſter Shipwright's note, finding the rate per diem for each on the ſeveral articles.

The Quartermen, on repairing of Ships by Job, meaſure all the works performed by their Gang, and give an account of it to the Foreman of the Yard or Foreman Afloat, whichever they are employed under, who examines and proves the ſame, and puts down the price that is allowed for each diſtinct work, if he has a precedent for it; if not, he remarks in pencil the number of Men, and the time they were employed on it, which he tranſmits to the Aſſiſtant having charge of the work, who examines and corrects it, and fixes a price he thinks reaſonable for the articles not precedented, on which he conſults the Maſter Shipwright; and when they have agreed on the price they think it right to be allowed, they propoſe it to the Honourable Navy Board for their approval; which rough notes are delivered to the Maſter Shipwright the beginning of each month, from which he makes out a regular Job-note to the Clerk of the Cheque, ſtating the quantity of work done, the rate allowed for each, and the amount thereof, from which notes the Clerk of the Cheque collects the rate per diem of each Man and Servant's earnings, and ſets them off on the Quarterly Pay-books accordingly.

It very much depends on the ſtate of a Ship how an opinion is formed of the nature of the repair ſhe is in want of; when they are ſurveyed in Dock they are opened in every part that is uſually found defective, or has any appearance of being ſo, and the Eſtimate is formed from the defects diſcovered; aſſiſting our judgment by examining what the expence has been of repairing a Ship that has been in a ſimilar defective ſtate.

When Ships are ſurveyed afloat we ſeldom open them, but form our opinion of the nature of the repair they are in want of from boring only, and form our Eſtimate as above ſtated; but when taken into a Dock to carry on their repair, they are immediately opened as above ſtated, and if their defects are found greater than was expected (when ſurveyed on float) a ſupplementary Eſtimate is ſent of them. The Eſtimates are tranſmitted by us to the Honourable Navy Board, and we believe by them to the Lords Commiſſioners of the Admiralty.

An Annual Return is tranſmitted to the Honourable Navy Board of the actual expence incurred in building and repairing each Ship that has been completed within the year.

The expence that has actually attended the building or repairing of each Ship the Officers of the Yard examine, and compare it with the expence eſtimated, for their own information, to ſee how far their judgment has been correct; but the reſult is not tranſmitted to the Honourable Navy Board.

And are,

Sir,

Your moſt obedient Servants,

Signed { *Rob^t Jn^o Neiſon.* *G. Parkin.*
W. Maddock.

Commiſſioner the Hon^ble *George Grey.*

No. 59.

LETTER from Commiſſioner SAXTON.

Gentlemen, Portſmouth Dock, 3d June 1806.

AGREEABLY to your Precept of the 31ſt ultimo, I herewith tranſmit the Replies of the Officers of the Yard to to the Queſtions therein contained.

I am, Gentlemen,
Your moſt obedient
humble Servant,

Commiſſioners for Reviſing, &c. (Signed) *C. Saxton.*

No. 60. Enclosure to No. 59.

LETTER from the Officers of Portſmouth Yard.

Sir, Portſmouth Yard, 2d June 1806.

IN obedience to the directions contained in your Warrant of the 1ſt inſtant, herewith waits on you, Anſwers to the ſeveral Queſtions therein mentioned.

The Taſk-work in building Ships is not performed by meaſurement, but by articles, agreeably to the Scheme ſent from the Navy Office for that purpoſe; and if by any unavoidable circumſtance, part of an article is left unfiniſhed, a proportionate ſum is deducted from the article, and that ſpecific ſum paid to the Workmen who perform the ſame, when the ſtate of the Ship will permit of its being completed; each article, when completed, is ſurveyed by the Maſter Shipwright, his Aſſiſtants, Foreman of the Yard, and Foreman of New Work, and an account thereof is then ſent to the Clerk of the Cheque, ſpecifying the article, and the ſum allowed for it by the Taſk Scheme, and the money divided among the Workmen and Apprentices agreeable to their rates per day, and the number of days each has reſpectively been employed thereon.

The Job-work in repairing Ships is meaſured by the reſpective Quartermen under whoſe inſpection it is performed, which being entered in a book, and ſigned by them, is abſtracted from their accounts by perſons employed in the Job Office, and by them copied fair in the Job-book, examined and ſigned by ſuch of the Foremen of the Yard, Foreman afloat, or Foreman of New Work, under whoſe direction ſuch Work has been performed, which is alſo referred to the Maſter Shipwright and his Aſſiſtants for a further examination, and on their approval of the ſame, the fair copies are drawn out. They are then ſigned by the Maſter Shipwright, his Aſſiſtants, and ſuch of the Foremen under whoſe directions the Work has been performed, which fair copies are lodged in the Clerk of the Cheque's Office, for the purpoſe of aſcertaining the Men's earnings, and which are aſcertained and ſet off in the manner beforementioned reſpecting Taſk-work.

The Prices affixed to the works by Job, are thoſe which have been approved of by the Navy Board, except in caſes of unprecedented work, which work, if ſmall, a price is fixed by compariſon with ſimilar works, by the reſpective Foremen under whoſe directions ſuch work has been performed, and referred to the Aſſiſtants for their opinion, ſubject to the Maſter Shipwright's check.

If the works are large, the prices are propoſed to the Navy Board for their determination. The expence for repairing Ships is ſometimes eſtimated upon the opinion which is formed of the extent of the defects, ſometimes by boring only, and ſometimes by boring and opening them.

The purpoſe to which the Eſtimate is applied we preſume to be that of enabling the Navy Board to obtain money of Parliament.

An account is tranſmitted to the Navy Board of the actual expence incurred in building and repairing Ships.

The actual expence incurred in building or repairing a Ship is compared with the Eſtimate, and the reſult of ſuch compariſon reported to the Navy Board.

We are, Honourable Sir,
Your moſt obedient Servants,

Signed { *N. Diddams.* *Thoˢ Grant.* *Hʸ Canham.*
John Haynes. *Stephⁿ Johns.*

Honᵇˡᵉ Commiſſioner
Sir *Charles Saxton*, Bart.

No. 61.

LETTER from Commiſſioner FANSHAWE.

Plymouth Yard, 3d June 1806.

My Lord, and Gentlemen,

I BEG leave herewith to tranſmit to you the Officers of this Yard's Statement, and Replies, required by your Precept of the 31ſt ultimo.

I have the honour of being,
My Lord, and Gentlemen,
Your very obedient
humble Servant,
R. Fanſhawe.

The Commiſſioners for reviſing, &c.
the Civil Affairs of the Navy,
London.

No. 62.

LETTER from Officers of Plymouth Yard.

Plymouth Yard, 2d June 1806.

Sir,

IN obedience to your Minute of this day, we beg leave to ſend you the following Anſwers to your Queſtions reſpecting building and repairing Ships.

The Officers of the Yard are immediately to furniſh a Statement, ſhewing the manner in which the Works performed by Taſk in building, and by Job in repairing Ships, are now meaſured, and the accounts taken, detailing the ſame minutely from the performance of the works until the Men are paid for them, and ſtating by whom the prices are affixed to the works, and by whom they are checked?

Taſk-work performed in building Ships is not meaſured, it being unneceſſary, in conſequence of the whole being divided into articles, and a certain ſum allowed for each. The Men are paid by a note from the Maſter Shipwright and Foreman of the New Work, to the Clerk of the Cheque quarterly.

All works performed by Job are meaſured and taken account of by the Quartermen or Subs, which accounts are ſent to the Job Office, from which regular Job-notes are made by the Shipwrights employed therein, who inſert the Board's rates, and caſt the value accordingly. They are then examined and ſigned by the Foreman, Aſſiſtants, and Maſter Shipwright, in the beſt manner their time will permit; but we are ſorry to ſay, from the nature of their different duties, it is done in a very ſuperficial way, and then ſent to the Cheque Office for payment.

Is the expence of repairing Ships eſtimated upon the opinion which is formed of the extent of the defects by boring her only, without opening her?

By boring, and from their general appearance.

What purpoſe is the Eſtimate applied to?

It is ſent to the Navy Board for their conſideration, as to the propriety of repairing them, or otherwiſe, and orders received from them accordingly.

Is any account tranſmitted to the Navy Board of the actual expence incurred in building and repairing Ships?

The accounts of expence was ſent to the Navy Board every quarter, as well as annually, when the buſineſs of the Port did permit, but at preſent ſaid accounts are very much in arrears; the laſt ſent was for Chriſtmas quarter 1799, and the annual account for the ſame year is now preparing.

Is the actual expence incurred in repairing a Ship afterwards compared with the Eſtimate, in order to ſee whether the former has exceeded, or fallen ſhort of the latter; and is the reſult of ſuch compariſon reported to the Navy Board?

No.

We are,
Sir,
Your moſt obedient Servants,

Signed { *Joſeph Tucker.* *Ja^s Jagoe.* *W. Pering.*
{ *T. Ancell.* *E. Churchill.* *T. Hollinworth.*

Commiſſioner *Fanſhawe.*

No. 63.

LETTER from Commiſſioner FANSHAWE and Plymouth Officers, ſtating the Earnings which the Scheme of Taſk propoſed by the latter was calculated to yield.

Plymouth Yard, 4th June 1806.

Gentlemen,

CONFORMABLY to your Precept of the 24th ultimo, I called upon the Officers of this Yard to ſtate what rate of Wages per Man per day the Shipwrights will earn, working from ſix to ſix, according to the prices propoſed by them in the Scheme of Taſk-work, prepared in purſuance of my Minute 7th February 1805, and herewith tranſmit to you their Reply.

I am,
Gentlemen,
Your very obedient
humble Servant,
(Signed) *R. Fanſhawe.*

The Commiſſioners for reviſing, &c.
the Civil Affairs of the Navy,
London.

A. Encloſure to No. 63.

Plymouth Yard, 3d June 1806.

Sir,

IN obedience to your Minute of the 28th ultimo, we beg leave to acquaint you, that the Shipwrights working by Taſk can earn from 6 to 6, after the rate of 5*s.* 3*d.* per day, if the prices are regulated agreeable to our propoſition the 31ſt May 1805, and they are ſupplied with ſufficient ſuitable materials.

We are,
Sir,
Your moſt obedient
humble Servants,
Signed { *Joſeph Tucker.* *Ja^s Jagoe.*
{ *J. Ancell.* *Ed. Churchill.*

Commiſſioner *Fanſhawe.*

No. 64.

LETTER from Mr. WHIDBEY, Maſter Attendant of Woolwich Yard, reſpecting the advantages of Ships of each Claſs being built by one Model.

Woolwich Yard, 14th May 1806.

Sir,

YOUR Letter of the 2th inſtant, directing me to give my opinion on the claſſing of Ships, I did not receive before yeſterday, owing to my being from home on Service, otherwiſe I ſhould have replied to it before this time.

I beg leave to inform you, for the information of the Right honourable and Honourable Board of Reviſion, that I have always been of an opinion that we have too many claſſes of Ships, and am confident that it would be extremely advantageous to Government, by cauſing a great ſaving of the Public Money, if Ships of each rate were reduced to one claſs; if that was the caſe, and a Ship worn out, all her ſerviceable materials could then be brought into immediate uſe, by applying them to a Ship of the ſame claſs; and all the ſerviceable Beams and Timbers of a Ship worn out and broken up, could immediately be put into another Ship of the ſame claſs, inſtead of lying rotting about the Yard (which is the caſe now) for want of an opportunity of applying them, having no Ship of the ſame draught to put them into. On Foreign Service,

Service, (having ſo many claſſes of Ships) it muſt be found very inconvenient to ſtore them; and ſtill more ſo, to provide Stores for them from this Country, that will be applicable to the thing intended, when they arrive at the deſtined Port; for when Stores have been ſent out to ſupply particular Ships that were in want of them, it is often found on their arrival, that the Ships for which they were ſent have been ſupplied by altering, at a great expence, Stores belonging to another claſs; and thoſe Stores which have juſt arrived muſt alſo be altered to ſerve another claſs of Ships then in want of them; for Ships cannot remain in Port, if Stores can by any means be obtained by altering, converting, or otherwiſe, a proceſs that muſt always be attended with great labour, expence, and delay; which would not be the caſe if our Ships of War were regularly claſſed, ſo that every article of every deſcription, belonging to one Ship, could anſwer for every Ship of the ſame claſs.

Another great advantage that would be obtained by adopting this plan, is, that Ships would be enabled to ſupply each other at ſea with Stores that would immediately be brought to uſe, without the expence and delay of altering them; (the expence in the article of Sails, by altering, muſt, in different parts of the world, be enormous).

With reſpect to a more ſimple arrangement of Stores, in my opinion a great ſaving would follow on that account, for there would not be occaſion to lay apart *ſo many periſhable Stores in time of Peace*, as is now done; and thoſe periſhable Stores, which would be laid apart, might be ſooner expended by ſerving them in turn to Ships in Commiſſion of the claſs they are intended for.

Miſtakes would be leſs liable to happen by a ſmaller number of claſſes than there are at this time, and the chance would be conſiderably leſs than it is now, of one Ship's Stores being mixed with thoſe of another, which I believe has often been the caſe, to the detriment of the Service; for it is not every perſon that can diſtinguiſh what claſs of Ship every article of Store belongs to, if the mark or tally ſhould be loſt, and therefore miſtakes of this deſcription muſt happen, which would not be the caſe if a regulation, as propoſed in your Letter, were adopted; and on that account a more ſimple arrangement of Stores in the Dock Yards would be produced.

I have the honour to be,

Sir,

Your very humble Servant,

John T. Briggs, Eſq. (Signed) *J. Whidbey.*

No. 65.

LETTER from Mr. SEPPINGS, the Maſter Shipwright of Chatham Yard, on the advantages of Ships of each claſs being built by one Model.

Chatham, 2d May 1806.

Sir,

I HAVE received your Letter of the 30th ultimo, deſiring I would anſwer the following Queſtions, agreeable to the directions of the Commiſſioners for reviſing the Civil Affairs of the Navy:—1ſt. Are you of opinion, that it would be advantageous, or diſadvantageous, to build all Ships according to the draught of the beſt Ship of each claſs now in the Service?

I know of no other advantage that would accrue from building Ships of each claſs by one particular draught, as it reſpects manual labour, than that of ſaving the expence of the Artiſt laying off various Ships of the ſame claſs in the Mould-loft, and of the Workmen making different ſets of Moulds for the ſame claſs of Ships; if all were ordered to be built by the ſame draught, one trouble and expence would in a *great degree* anſwer as it reſpects the laying off, and the making of Moulds for the Timbers of the Frame. The Harpings or Fore-and-aft Ribband, could alſo be applied to Ships of the ſame claſs if built alike; I am not aware of any diſadvantages.

2d. If the former caſe, ſtate fully the advantages to be derived therefrom, eſpecially with regard to the ſaving of labour and Timber in the Dock Yards?

I am not aware of any particular ſaving of labour or Timber, but what is ſtated in my Anſwer to the former Queſtion; the ſimilarity of the bodies immerſed, of Line of Battle Ships in particular, are ſo very ſimilar to each other, that the Timber that will form one, will in general be applicable to the other. In the topſides,

topſides, the different claſſes vary conſiderably in what is technically termed the Tumbling Home, or, in other words, what the ſide falls *in* from a perpendicular; the Ships that *fall in leaſt* have the preference as it reſpects the procuring the Frame Timber that form the ſides, and the Ships that fall in moſt have the advantage as it reſpects the length of the Beams of the upper Decks, Quarter Decks, and the Knees for ſecuring the Beams of the ſaid Decks are alſo more eaſily procured, their angle being more obtuſe than thoſe required for the upright ſide. I have been thus prolix in my Anſwer, to ſhew how the different forms have the advantage or diſadvantage of each other, as it affects the procuring or converſion of Timber, and as they reſpect the qualities of the Ships.

I can only ſay, that both have their ſtrenuous advocates.

I remain,
Sir,
Your moſt obedient Servant,
(Signed) *R. Seppings.*

John T. Briggs, Eſq.
Secretary to the Board of Reviſion, &c.

No. 66.

LETTER from Mr. PARKIN reſpecting Taſk-work.

Sheerneſs, 27th May 1806.

Sir,

IN anſwer to the Queſtion reſpecting building the Ships by the Frames, I have to obſerve the number for the Ship of 190 feet long is 66, and the one 186 feet long, 64. Reſpecting the difference of one Frame in the 74-gun Ships, that is an impoſſibility; all Ships have two ſides; if there is any difference it muſt be two or four, &c. Prior to my fixing the Prices per foot, I took a great deal of trouble to take out the quantity of Plank, number of Beams and Knees, with every thing neceſſary to make the increaſe or decreaſe juſt and equitable on each different Ship. After ſeeing this, ſhall thank you to favour me with a line, if it is more ſatisfactory to you now than when I was in Town. I have encloſed you the difference of building two Firſt-rates, and two 74-gun Ships, with two 32-gun Frigates three feet broader the one than the other, with the Royal George and Ville de Paris, only the ſmall difference of eight inches.

I am,
Sir,
Your very humble Servant,
(Signed) *G. Parkin.*

J. T. Briggs, Eſq.

	£.	s.	d.
The difference in building the Royal George and Ville de Paris, by the ton, the one Ship broader than the other eight inches, is - - - - - - -	161	13	0
The difference in the Workmanſhip cannot be any.			
The difference in building two Firſt-rates of 196 feet long, by the ton, the one Ship broader than the other three feet, is - - - - - - - - - - - -	899	15	0
The difference in the Workmanſhip about £. 30.			
The difference in building two ſmall 74-gun Ships, 168 feet long by the ton, the one Ship broader than the other three feet, is - - - - - - - -	540	0	0
The difference in the Workmanſhip about £. 18.			
The difference in building two ſmall 32-gun Frigates, 126 feet long, by the ton, the one Ship broader than the other three feet, is - - - - - -	266	8	0
The difference in the Workmanſhip about £. 10.			

No. 67.

LETTER from Commiſſioner HOPE.

Chatham Dock, 28th May 1806.

Gentlemen,

AGREEABLY to your Letter to me of the 24th inſtant, I ſend you encloſed, Anſwers to the ſeveral Queſtions contained therein, reſpecting the School which has been inſtituted in this Yard to teach the Apprentices writing and figures.

And I am,
Gentlemen,
Your moſt humble Servant,
(Signed) *Chas Hope.*

Commiſſioners of Reviſion.

No. 68. Encloſure to No. 67.

Anſwers to Queſtions reſpecting the SCHOOL in Chatham Yard.

1ſt. WHO is the Teacher, and how is he paid?

A Shipwright, who receives no Pay, but was informed if he conducted himſelf properly, he would be recommended in future for a Servant.

2d. Who pays for the books?

The expence is borne by ſubſcription of the Commiſſioner and Officers.

3d. What Officers ſuperintend the Boys; and are thoſe Officers rewarded for their trouble?

The Maſter Workmen and Foreman alternately, by voluntary attendance; and receive no reward.

4th. How many Boys are there in the Yard, and how many attend the School?

There are 54 Apprentices on the old Eſtabliſhment, and 66 on the new, in the Yard. The School commenced with 20 Boys, 15 of which have left the School, being completed in reading, writing, and the four common rules of arithmetic; 8 freſh Boys have been entered, and the School conſiſts of 13 at preſent.

5th. If only a part of thoſe in the Yard attend, why do not the others attend?

The School is only for ſuch Boys as previous to their entry in the Yard, had not received any education. The late entries have been confined to Boys only who can read and write, and underſtand the common rules of arithmetic; and therefore the preſent complement of the School is low.

6th. Is it optional with the Boys to attend?

It is optional to enter into the School, but after entry they muſt attend.

7th. What are the hours of teaching?

In Winter, after the working hours of the Yard; in Summer, from ſix to eight.

8th. Was this ſchool inſtituted by order from the Admiralty or Navy Board, or who recommended its being inſtituted?

Inſtituted by the Officers of the Yard, from a conviction that the objects of the School would otherwiſe be unfit for the buſineſs of a common Shipwright?

9th. What effect has this School had in improving the education of the Boys?

Thoſe that paſs through this School can read, write, and caſt an account; which otherwiſe they would have been perfectly ignorant of.

10th. State any further particulars which may be neceſſary to explain the nature of the School in queſtion?

The eſtabliſhment of this School originated from finding many Boys entered in the Yard, under the new Regulations of Apprentices, perfectly without any education; and the Maſter Shipwright, as the voice of the Officers, propoſed to the Commiſſioner to adopt the School in queſtion; and a ſubſcription was immediately made for the purpoſe, and the deſired end has been accompliſhed.

11th. Can you propoſe any improvement in the mode of conducting the School, which would extend the benefits of ſuch an inſtitution?

The preſent School was confined merely to teach the Boys to read and write, and

and the four common rules of arithmetic, and the mode of conducting it is very ſimple, as before ſtated, and requires no alteration; and as the Boys now entered in the Yard, and on the liſt for entry, are of a better deſcription than thoſe originally entered under the new Regulations, it is expected it will be unneceſſary to extend the Inſtitution.

(Signed) *Cha^s Hope.*

No. 69.

LETTER from Mr. ROBERTS, one of the Aſſiſtants to the Maſter Shipwright of Woolwich Yard, reſpecting breaking up Ships.

Woolwich Yard, 29th December 1805.

Honourable Sirs,

I TRUST I ſhall not be thought too preſuming, when I ſay, I am inclined to think the mode hitherto practiſed in condemning and breaking up many old Ships in His Majeſty's Navy has been done in too haſty a manner, and without firſt aſcertaining the whole of their defects by taking off a ſufficient quantity of Plank, to ſee the exact ſtate of the Frame; by which means a quantity of valuable Oak Timber, &c. has been deſtroyed, and many Ships taken to pieces that might have been repaired to great advantage; and as Oak Timber is become ſo very expenſive, a reduction in the conſumption of that valuable article muſt be a deſirable object.

And, in order to prevent its being done in future, I beg leave to propoſe, that all Ships condemned by the ordinary mode of Survey be taken to pieces, *and when in Dock for that purpoſe* be croſs-ſpauled in the Ports, and the Plank ſtripped off both within and without ſide, leaving only a ſtrake at each ſeamark for ſhoreing, and alſo to take out all the Decks, leaving the Timbers quite bare; by that means we ſhall be enabled to ſee the exact ſtate of the Frame at one view, and which is often found to turn out better than would reaſonably have been expected, and in many inſtances might render it adviſable to repair inſtead of breaking her to pieces; but ſhould not that be the caſe, ſhe can then be broken up with great eaſe.

This plan I propoſed to Mr. Siſon, when an order was given to rebuild the Clyde at Woolwich Yard, and which has anſwered my moſt ſanguine expectation. This Ship Mr. Siſon propoſed taking to pieces in one of the Docks, and to make uſe of all the old materials in rebuilding her again that might be found proper for that purpoſe; but I think I may venture to ſay, had he taken her to pieces as he intended, not more than one-half of the old Timbers remaining now in that Ship undiſturbed would have gone into her again. But admitting the whole had been put in again, the ſaving in Workmen's wages is conſiderable; and I preſume, had the ſame method been purſued with the Charon, juſt broken up, one-fourth at leaſt of the Frame might have been ſaved by rebuilding her again. And although many of our old Ships are of ſmall dimenſions, and perhaps not thought worthy of repair on that account, I beg leave to ſay their dimenſions may be increaſed at pleaſure, when in the ſtate above deſcribed, with very little additional expence. It is probable the rebuilding ſyſtem here propoſed may be more expenſive in workmanſhip, but the conſumption of Oak Timber, I am convinced, will be conſiderably reduced by the adoption of ſuch a plan.

Which being humbly ſubmitted,

I remain,

Hon^ble Sirs,

Your moſt obedient Servant,

Hon^ble Navy Board.

(Signed) *Tho^s Roberts.*

No. 70.

LETTER from Mr. BARROW, one of the Secretaries to the Admiralty, referring to the Conſideration of the Board of Reviſion a Letter from the Navy Board, propoſing to increaſe the Prices in the Taſk Scheme.

Admiralty Office, 28th March 1805.

Gentlemen,

I AM commanded by my Lords Commiſſioners of the Admiralty, to ſend you herewith a Letter from the Navy Board on the ſubject of an increaſe of Pay to the Shipwrights

Shipwrights in the ſeveral Dock Yards, for your information, their Lordſhips having underſtood that the ſubject contained in the ſaid Letter is at this time under your conſideration.

I am,
Gentlemen,
Your moſt humble Servant,
(Signed) *John Barrow.*

Comm^rs for reviſing the Civil Concerns of the Navy.

No. 71.

Encloſure to No. 70.—Letter from the Navy Board.

Navy Office, 27th March 1805.

Sir,

HAVING in our Letter of the 25th ultimo ſignified, for the information of the Right honourable the Lords Commiſſioners of the Admiralty, that the Comptroller and Surveyor of the Navy, on their late viſitation to Chatham Yard, had found that the Shipwrights employed by Taſk were extremely diſſatisfied on account of the ſmallneſs of their earnings, and ſeveral were quitting the Yard; and that we had deemed it expedient, in conſideration of the circumſtances ſet forth in our Letter, to give directions for the Shipwrights employed by Taſk on the Revenge, to be allowed 1-5th, and thoſe employed in like manner on the Thames 1-4th, in addition to their earnings, according to the Scheme of Taſk: We have now to requeſt that you will ſtate to their Lordſhips, that, although we did not at that moment extend theſe directions for an increaſe of price to the other Yards, yet we had received ſimilar complaints from the Shipwrights in them, and did conſider them equally entitled to relief; but as the neceſſity for ſome immediate ſteps being taken was not ſo urgent as at Chatham, we wiſhed, previous to our coming to a final deciſion as to the extent of the permanent increaſe which it is neceſſary ſhould be made to the preſent Scheme of Taſk, to obtain the opinion of the profeſſional Officers who had been written to on the ſubject; and having now received their ſeveral Reports, and finding that they do not differ materially as to the extent of the relief which ſhould be given, and accord with our own ideas upon the ſubject, we propoſe, with the approbation of their Lordſhips, to give orders for the following increaſe to be made to the Prices in the Scheme of Taſk, which has not been materially altered ſince firſt eſtabliſhed in the year 1775; viz.

On the prices for building large Ships 1-5th, or £. 20. per cent. increaſe.

On the prices for building ſmall Ships 1-4th, or £. 25. per cent. increaſe.

The reaſon that we propoſe a greater advance on ſmall Ships than on large is, that it has been generally obſerved, that the Men employed upon the latter, with equal exertions, are enabled to make greater earnings.

We are,
Sir,
Your very humble Servants,
(Signed) *H. Duncan.* *J. Henſlow.* *W. Rule.*

William Marſden, Eſq.

No. 72.

Reply of the COMMISSIONERS of NAVAL REVISION.

My Lords, 28th March 1805.

WE have received Mr. Barrow's Letter of this date, encloſing the Navy Board's Letter of the 27th inſtant, to your Lordſhips, on the ſubject of an increaſe of Pay to the Shipwrights in the ſeveral Dock Yards, for our information; your Lordſhips having underſtood that the ſubject contained in the ſaid Letter was at this time under our conſideration.

In reply thereto, we beg leave to mention, that according to the Returns we have received

received from the Dock Yards of the average earnings of the Shipwrights throughout the laſt year, we find the difference between the ſeveral Yards to be very conſiderable.

We are at preſent uſing our beſt endeavours to diſcover the cauſe of that difference, and until that can be aſcertained, we cannot venture to give an opinion on the ſubject; nor can we at preſent approve of a general and equal addition to the price of Taſk-work in every Yard (as propoſed by the Navy Board) the earnings in ſome of the Yards appearing to us to be ſo high as to require no addition, while in others they are perhaps lower than they ſhould be.

As ſoon as we have received Anſwers to the Queſtions we have put on thoſe ſubjects, we ſhall lay our opinion before your Lordſhips, on the meaſure propoſed by the Navy Board to be extended to the different Yards; until then, we conceive that no general increaſe of the price of Taſk-work ſhould be agreed on; and if any application ſhould happen to be made from any of the other Yards, we are of opinion that it would be adviſable to acquaint them, that the meaſure is now under conſideration.

We have the honour to be,
My Lords,
Your Lordſhips moſt obedient Servants,
(Signed) *Cha^s Middleton.* *John Fordyce.*
Ambroſe Searle.

P. S. The Navy Board's Letter is herewith returned.

The Lords Commiſſioners
of the Admiralty.

No. 73.

LETTER from Woolwich Officers, ſtating the Manner in which the Earnings of the Shipwrights are divided.

Woolwich Yard, 8th April 1806.

My Lord, and Gentlemen,

IN obedience to your Precept of yeſterday, we have to return the following Anſwer to the Queſtions put therein:—

The amount of the earnings by Taſk-work is divided equally, or as near as can be, among the five Taſk Companies, who are the only perſons employed by Taſk-work; they are ſo employed on new Ships, and take their regular turns.

The amount of the earnings by Job is, as near as can be, equally divided among the ſeven Day Companies; but when the Taſk Companies are not employed on Taſk-work, they are employed by Job, and their earnings are caſt in with the Jobbing Companies.

We are,
My Lord, and Gentlemen,
Your moſt obedient Servants,
(Signed) *Edw^d Siſon.* *J. Jeffrey.*

The Commiſſioners for Reviſing the Civil
Affairs of His Majeſty's Navy.

No. 74.

LETTER from Commiſſioner HOPE.

Chatham Dock, 6th April 1806.

Gentlemen,

I HAVE to acknowledge the receipt of your Precept this morning, requiring to be furniſhed, by return of poſt, with Anſwers to the following Queſtions.

Is the amount of the earnings by Taſk divided equally among all the Shipwrights in the Yard employed on Taſk-work, or among the Shipwrights of each Gang, or in what other manner?

The earnings by Taſk are not divided equally among all the Shipwrights in the Yard employed on Taſk-work; but the whole of the earnings on each particular Ship are kept ſeparate, and thrown into one ſum, and equally divided

among the People only that were actually employed upon her, ſo that, in many inſtances, a great diſparity of pay or earnings are received by the Men employed on different Ships building at the ſame time.

Is the amount of earnings by Job divided equally among all the Shipwrights in the Yard employed on Job work, or among the Shipwrights of each Gang, or in what other manner?

The earnings of the Workmen employed on Ships repairing by Job are kept ſeparate, as thoſe on new Ships by Taſk, and divided in the ſame way, but a greater equality of earnings exiſts with the Men employed by Job than thoſe by Taſk; and the repairs of Ships by Job are ſo much more beneficial to the Workmen than the building by Taſk, that it is with difficulty the Taſk Companies are kept complete.

I am,
Gentlemen,
Your moſt humble Servant,
Commiſſioners of Reviſion. (Signed) *Chᵃ Hope.*

No. 75.

LETTER from Commiſſioner GREY.

Sheerneſs Yard, 6th April 1806.

Gentlemen,

IN compliance with your Precept of the 4th inſtant, received this morning, I herewith encloſe, for your information, the Officers Anſwer to the Queſtions contained therein.

And am,
Gentlemen,
Your moſt humble Servant,
The Commiſſioners of Reviſion, (Signed) *Geo. Grey.*
&c. &c. &c.

No. 76. Encloſure to No. 75.

LETTER from Sheerneſs Officers.

Sheerneſs Yard, 6th April 1806.

Sir,

IN obedience to your deſire, we beg leave to acquaint you, the earnings of the Shipwrights employed in repairing and refitting of Ships and Veſſels by Job, is equally divided amongſt the whole of them; thoſe employed in the Maſt-houſe and Boat-houſe are ſeparated.

The only Taſk-work that has been carried on at this Yard, for the laſt three years, is in the Maſt-houſe, and that is ſet off ſeparately.

And are, Sir,
Your moſt obedient Servants,
The Hon^ble *George Grey,* (Signed) *Robᵗ Jnº Nelſon.* *G. Gainer.*
Commiſſioner.

No. 77.

LETTER from Commiſſioner SAXTON.

Gentlemen, Portſmº Dock, 6th April 1806.

AGREEABLY to your Precept of the 4th inſtant, I herewith tranſmit the Anſwers to the Queſtions therein required; viz.

Is the amount of the earnings by Taſk, divided equally among all the Shipwrights in the Yard employed on Taſk-work, or among the Shipwrights of each Gang; or in what other manner?

The earnings by Taſk are divided equally amongſt all the Shipwrights who may be employed on the ſame article.

Is

Is the amount of the earnings by Job divided equally among all the Shipwrights in the Yard employed on Job-work, or among the Shipwrights of each Gang, or in what other manner?

The earnings by Job are divided equally amongſt all the Shipwrights who are employed on the ſame deſcription of work; viz.

Dockſide Gangs by themſelves.
Maſt-houſe - D°.
Boat-houſe - D°.
Capſtan-houſe - D°.
Top-houſe - D°.

I am,
Gentlemen,
Your moſt obedient humble Servant,
(Signed) *C. Saxton.*

Commiſſioners for Reviſing, &c.

No. 78.

LETTER from Commiſſioner FANSHAWE.

Plymouth Yard, 7th April 1806.

Gentlemen,

I HAVE this day received your Precept of the 4th inſtant, and herewith tranſmit you Anſwers to the two Queſtions therein required.

I am,
Gentlemen,
Your moſt obedient humble Servant,
(Signed) *R. Fanſhawe.*

The Commiſſioners for Reviſing, &c.
the Civil Affairs of the Navy,
London.

No. 79. Encloſure to No. 78.

LETTER from Plymouth Officers.

Plymouth Yard, 7th April 1806.

THE amount of the earnings by Taſk is divided equally among the Shipwrights employed on each Ship, in each quarter, and not divided equally among all the Shipwrights employed on Taſk-work.

The amount of the earnings by Job is not equally divided among all the Shipwrights in the Yard employed on Job-work; but the particulars of the work performed by each Gang is kept ſeparate, and the amount thereof divided equally among the Shipwrights of each diſtinct Gang.

(Signed) *Joſeph Tucker.* *Rich^d Pering.*

Commiſſioner *Fanſhawe.*

No. 80.

WARRANT of the NAVY BOARD, giving Salaries to the Quartermen, and taking away the Privilege of Apprentices.

BY the principal Officers and Commiſſioners of His Majeſty's Navy.

WHEREAS by our Letter of the 14th Auguſt laſt, we repreſented to the Lords Commiſſioners of the Admiralty, That, having conſidered the checks which it might be proper to adopt to prevent impoſitions in the quantity of work performed by Job in the Shipwrights and Caulkers Departments, we were decidedly of opinion, that inſtead of the works being meaſured by the Quartermen or Foremen, whoſe wages had always been affected by the quantity of work ſaid to have been performed by the Men, a ſufficient number of competent Perſons ſhould be appointed in each Yard to meaſure

meaſure all Shipwrights works after they have been performed, and that theſe perſons ſhould make the moſt accurate Reports to the Maſter Shipwrights as to the quantity of work they ſhould find had been performed, together with the names of the Men who had executed the ſame; and the number of days ſuch Men had been employed thereon: And whereas we further obſerved to their Lordſhips, that having given the ſubject much conſideration, we were convinced the beſt mode by which to aſcertain the actual work performed on the Repairs of Ships, would be to allow the Quartermen a regular ſalary, with a view that they might be no longer intereſted in the earnings of the Workmen; that confidence might then be placed in their giving in a true and fair ſtatement of the works performed by their reſpective Gangs, in the performance of which work they ſhould be required to ſee that the Men ſufficiently exert themſelves, and properly execute the ſame; and ſhould be aided by the vigilance of the Foremen and ſuperior Officers, who ſhould ſtill be required to overlook the Quartermen.

That, ſhould their Lordſhips agree with us in this propoſition, we would ſubmit that the ſalary to be given to ſuch Quartermen ſhould be £. 160. per annum in War, and £. 130. in Peace, in lieu of all emoluments of Apprentices, &c.: That they ſhould be required to come into the Yard with the Men, attend the Muſter in like manner with them, as they do at preſent, and previouſly to taking upon them this employment, they ſhould be required to ſubſcribe an Oath to the effect, that they will do juſtice between the Public and the Individuals to the beſt of their abilities, in meaſuring and reporting the work: And whereas, in addition to the foregoing Propoſals, we ſubmitted to their Lordſhips, that the Foremen of the Caulkers of the ſeveral Yards ſhould be allowed the ſame ſalary, and be under the ſame regulations as are already eſtabliſhed for the Foremen of the Shipwrights, and that the Quartermen of the Caulkers ſhould have the ſame ſalary as might be allowed the Quartermen of the Shipwrights, the whole of which Propoſals have met with the approbation of their Lordſhips:—

Theſe are therefore to direct and require you, in purſuance of their Lordſhips order of the 30th October laſt, to cauſe the ſaid Regulations to be adopted, and carried into effect at your Yard, and the Clerk of the Cheque is to bear the

Foremen of the Caulkers,
Quartermen of Shipwrights, and,
Quartermen of Caulkers, at the ſalaries before alluded to, from the 1ſt January next.

You are, however, after a ſufficient time has elapſed to enable you to form a judgment thereon, to report to us how far the meaſures, hereby authorized, are attended with the advantages expected to be derived from them, in order that their Lordſhips may in caſe it ſhall be found neceſſary, be empowered, by His Majeſty's Order in Council, to direct the eſtabliſhment thereof.

For which this ſhall be your Warrant. Dated at the Navy Office, 21ſt December 1804.

(Signed) *H. Duncan.* *J. Henſlow.* *W. Rule.*

Reſpective Officers of His Majeſty's Dock Yards,

Deptford, Sheerneſs,
Woolwich, Portſmouth, and
Chatham, Plymouth.

No. 81.

LETTERS from the Navy Board to the Officers of the ſeveral Yards, ſending the Sixth Report of the Commiſſioners of Naval Enquiry.

Sir, Navy Office, 23d July 1804.

HAVING in purſuance of the directions of the Lords Commiſſioners of the Admiralty, ſignified by Mr. Marſden's Letter of the 6th May laſt, ordered thirteen Copies of the Sixth Report of the Commiſſioners of Naval Enquiry to be forwarded to you, for the purpoſe of being diſtributed as under-mentioned:

Commiſſioner, and his Office - - - - -	2 Copies.
Maſter Shipwright, and D° - - - - -	2
Clerk of the Cheque, and D° - - - - -	2

Store-

Storekeeper	1 copy.
Clerk of the Survey	1
Maſter Shipwright's Aſſiſtants	1
Timber Maſter	1
Foreman of the Yard	1
Maſter Maſtmaker	1
Maſter Boatbuilder	1

We deſire you will diſtribute theſe copies accordingly, and recommend it at the ſame time to the Officers, to avoid in future the irregularities therein pointed out.

(Signed) *H. Duncan.* *J. Henſlow.* *O. Markham.*

Commiſſioner *Hope*,
Grey,
Saxton, and
Fanſhawe;
alſo,
Deptford and Woolwich } Officers (with eleven copies.)

No. 82.

AN ACCOUNT, ſhewing what in the Opinion of the Officers of the Yards, is the Value of the Work which an Apprentice to a Shipwright can perform by Taſk in a day, upon an average in each year of his Apprenticeſhip, in the common working hours of the Yard, ſuppoſing thoſe hours to be 10 ½ per day, and that the Shipwrights with whom he works can earn 6/. per day each.

	YEARS OF APPRENTICESHIP.						
	1.	2.	3.	4.	5.	6.	7.
Deptford	1/6.	2/.	2/6.	3/6.	5/.	6/.	6/.
Woolwich	2/.	2/6.	3/.	3/6.	4/.	5/.	5/6.
Chatham	1/6.	2/.	2/6.	3/6.	6/.	6/.	6/.
Sheerneſs	1/6.	2/.	2/6.	3/3.	4/.	4/9.	5/6.
Portſmouth	1/3.	1/9.	2/9.	3/9.	4/6.	5/.	5/6.
Plymouth	1/4.	2/.	3/.	4/.	5/.	6/.	6/.

No. 83.

AN ACCOUNT, ſhewing the Proportion which in the Opinion of the Officers of the Yards, the number of Apprentices ſhould bear to the number of Shipwrights, in order to keep the Eſtabliſhment of Shipwrights, whatever that Eſtabliſhment may be, at all times complete from that ſource.

Deptford, one Apprentice to every 4 Men, or thereabouts.

Woolwich	3.
Chatham	4.
Sheerneſs	3.
Portſmouth	4.
Plymouth, two	7.

No. 84.

COPY of Letter of Plymouth Officers, reſpecting the mode in which they propoſe to ſhoal the Shipwrights.

Plymouth Yard, 3d November 1803.

Honourable Sirs,

YOU having been pleaſed to ſignify in your Warrant of the 29th ultimo, reſpecting building the Fir Frigates, about ſhoaling the Shipwrights properly to perform the Service by Taſk-work;

We are to acquaint you, that all the Shipwrights at the Dock ſide in this Yard, (except the four Taſk Companies) are ſhoaled indifferently, at the choice of the reſpective Quartermen; of courſe each Company muſt conſiſt of Men of different abilities; viz. of very good, good, and middling Workmen.

We in our humble opinion, conceiving that this practice is not only diſadvantageous to the Service, but diſcouraging to the good and able, (inaſmuch as the earnings of the worſt Men in the Company are equal to theirs, as the good Man muſt, in many inſtances wait, and cannot proceed until the middling Man has brought his work forward) have thought it our duty to ſignify the ſame for your information, and to propoſe as a remedy for this evil, that at the enſuing ſhoal the Men be divided into three claſſes, viz. very good, good, and middling, by which means the earnings of the Men will be equal to their exertions; more work will be done; and the ableſt Men encouraged by receiving wages in proportion to their merits, and the whole be employed to advantage; which being ſubmitted for your conſideration,

We remain,

Honourable Sirs,

Your moſt obedient humble Servants,

(Signed) *J. Tucker.*
W. Sture.
J. Ancell.

(Atteſted)
R. A. Nelſon.

Honourable Navy Board.

No. 85.

Navy Board to Sir EVAN NEPEAN, Bart. on the ſubject of ſhoaling the Shipwrights.

Navy office, 7th December 1803.

Sir,

WE have received your Letter of 28th October, ſignifying to us the directions of the Right honourable the Lords Commiſſioners of the Admiralty, to take into our conſideration, whether it may not be expedient to enter a greater number of Shipwrights in Plymouth Yard for building Frigates from Fir Timber, ſhoaling the Men properly to perform the Service by Taſk-work. We deſire you will pleaſe to acquaint their Lordſhips, that there are now wanting to complete the Eſtabliſhment allowed during the War, 173 Shipwrights in Plymouth Yard, and 52 Smiths; and if the above could be procured, the Officers are of opinion they ſhould not want any in addition, except two Teams of Horſes, and that they would be able to go on with building the two Fir Frigates, as well as bring forward the Line of Battle Ships under orders; but they are apprehenſive the above numbers cannot be procured in their neighbourhood under the age at preſent preſcribed, 35 years.

With reſpect to ſhoaling the Men properly, as their Lordſhips expreſs it, we have conſulted the Surveyors of the Navy and the Officers of Plymouth Yard thereon. We encloſe a copy of the Anſwer from the Officers on this ſubject; but the Surveyors are of opinion, that if the Men were ſhoaled as therein recommended, more work would not be performed by the whole body of the Workmen, although the beſt Workmen, if ſelected, would individually perform more than they at preſent appear to do; but it is to be conſidered how much leſs would be done by the indifferent Workmen, when deprived of the abilities and exertions of thoſe Men who are propoſed to be taken from among them, whoſe example cannot fail of acting as a ſtimulus to the others of inferior abilities; and it has been proved by experience, (the beſt proof which can be obtained) that when too great a number of Taſk Companies have

have been formed, the Day Companies, by being deprived of their leading Men, have been thereby rendered very inefficient.

We are, Sir,
Your very humble Servants,
H. Duncan.
J. Henslow.
Wm Rule.

(Attested)
R. A. Nelson.

Sir *Evan Nepean*, Bart.

No. 86.

COPY of Letter from the Master Shipwright of Plymouth Yard, with Copies of a Letter from and to the Admiralty, on the subject of shoaling the Shipwrights.

Plymouth Yard, 14th December 1803.

Honourable Sirs,

I THINK it my duty to send you enclosed the copy of a Letter which I have received from Sir Evan Nepean, the Secretary to the Admiralty, and also a copy of my Reply thereto.

I am, Honourable Sirs,
Your obedient humble Servant,
Joseph Tucker.

(Copy)
R. A. Nelson,
To the principal Officers and Commissioners of His Majesty's Navy.

No 87.

LETTER from Sir EVAN NEPEAN, on the subject of shoaling the Shipwrights.

Admiralty Office, 10th December 1803.

Sir,

HAVING received a Letter from the Navy Board, respecting the expediency of entering a greater number of Shipwrights at Plymouth for building Frigates from Fir Timber, and shoaling the Men properly to perform the Service by Task-work, I am commanded by the Lords Commissioners of the Admiralty to send you the inclosed extract of the Navy Board's said Letter, so far as regards the mode of shoaling the said Men; and to signify their directions to you, to take the objection of the Surveyors of the Navy to the mode proposed by the Officers of Plymouth Yard into your most serious consideration, and report to me, with as little delay as possible, for their Lordships information, your opinion in a full and detailed manner of the said objections.

I am, Sir,
Your very humble Servant,
Evan Nepean.

Mr. *Tucker*,
Master Shipwright,
Plymouth Yard.

No. 88.

LETTER from the Master Shipwright of Plymouth Yard, on the subject of shoaling the Shipwrights.

Plymouth Yard, 13th December 1803.

Sir,

I AM honoured with your Letter of the 10th instant, inclosing an extract of one from the Honourable Navy Board, and conveying to me the directions of the Right honourable the Lords Commissioners of the Admiralty, that I should take the objection of the Surveyors of the Navy to the mode proposed by the Plymouth Officers for shoaling the Men, into my most serious consideration, and to reply thereto fully

fully, with as little delay poſſible, if I ſhould ſtill be of opinion the Service will benefit by ſhoaling the Men in the manner propoſed by our Letter of the 3d of November, ſtating my reaſons for continuing in that opinion.

I cannot but lament, that I ſhould differ in opinion with the Honourable Surveyors of the Navy on a point of ſo much importance, as that of employing, to the beſt advantage, the Shipwrights in His Majeſty's Yards; nevertheleſs, their Lordſhips having been pleaſed to command me to reply fully to their Honours obſervations, I ſhall, as in duty bound, and with all deference and ſubmiſſion, obey their Lordſhips directions; in doing which, I muſt beg leave to obſerve, that I am fully ſenſible of the caution which ought to be uſed in departing from eſtabliſhed ſyſtems in the purſuit of ſpeculative advantages and opinions; but of that deſcription I cannot conceive the preſent queſtion to be; for when the Honourable Navy Board adopted, as beneficial both to the Public and to the Artificers, the mode of working by Taſk and Job, thereby giving to the ſeveral Gangs the money they reſpectively earn, the principle on which I contend that the Men ſhould be claſſed according to their abilities was fully admitted, namely, that the Workmen ſhould be paid according to the work actually performed by them, the juſtice and propriety of which will apply fully as ſtrong, if not more forcible to them individually, as collectively in Gangs, as well as benefit the Service by having the work expedited thereby.

It appears to be the opinion of the Honourable Surveyors, that "if the Men are "ſhoaled as I have recommended, more work will not be performed by the whole body "of the Workmen, although the beſt Workmen, if ſelected, would individually per-"form more than they at preſent appear to do;" to which I beg leave to reply, that, in my humble judgment, they will perform much more. In the firſt place I hope it will be admitted, that if a Man during ſeven years Apprenticeſhip, three of which at leaſt he is ſuppoſed to, and generally does take a Man's birth, has not acquired ſufficient knowledge of his buſineſs to execute well the duties of a working Shipwright, he muſt be deficient either in mental ability or bodily ſtrength, or be of an indolent lazy diſpoſition, and according as he is more or leſs ſo deficient or diſpoſed, he is eſteemed a middling or bad Workman; I therefore cannot ſee how the ſhoaling the very good, good, and middling Workmen together, as now practiſed, can poſſibly occaſion more work to be performed by the whole. Is it not notorious and ſelf-evident, that when ſuch Men are working together, the very good Workmen will do their work in half the time that the middling Workmen can? muſt they not, in many inſtances, wait until theſe middling Workmen have brought their work up, before they can proceed; and is not the whole of the time they ſo wait loſt both to the Men and the Public? and it ſhould not be forgotten, that it is the time of the beſt Workmen that is ſo loſt.

As to that part of the obſervation, that "the beſt Workmen, if ſelected, would "individually perform more than they at preſent appear to do;" I muſt obſerve, that the work of the good Men, as to expedition (except in the Taſk Gangs) cannot appear at all by the preſent mode of ſhoaling; and the very good, good, and middling Men in the ſame Gang, all receive wages alike, which I humbly conceive is not only diſcouraging and diſguſting to the good Men, but giving encouragement and benefit to the bad Workmen, which they do not deſerve, and cannot fail operating to the detriment of the Service.

The Honourable Surveyors obſerve, "it muſt be conſidered how much leſs work "would be done by the indifferent Workmen, when deprived of the abilities and "exertions of the good Men, who are propoſed to be taken from among them, "whoſe example cannot fail of acting as a ſtimulus to others of inferior abilities." How the abilities and exertions of the good Men can benefit the bad Men, in the actual performance of their individual ſtint of work, I am at a loſs to imagine, unleſs they are to perform part of their ſtint, which I have no doubt has frequently happened; but whenever that has taken place, the good Men have been injured for the benefit of the bad; when deprived of ſuch aſſiſtance, leſs work in proportion may indeed appear to be done by the indifferent Men; but they will not themſelves, in fact, do leſs; when this reſource is taken from them, it will urge them to do more; they will not altogether be deprived of the abilities of the able Workmen; their performance will always be to them a good example; their exertions they will loſe, but their progreſs cannot fail to act more powerful on the inferior Workmen, than ever it has hitherto done; and, in my humble opinion, the beſt ſtimulus that can be applied to all Men, is, for each to receive the benefit of his labour, working with others of equal ſtrength and abilities; this will in a great meaſure be done by the propoſed mode of ſhoaling, and would be fully accompliſhed by each Company having their work and money kept ſeparate from each other.

The

The Honourable Surveyors further obſerve, that "it has been found by experience "the beſt proof that can be obtained, that when too great a number of Taſk Com- "panies have been formed, the Day Companies, by being deprived of their leading "Men, have been thereby rendered very inefficient;" that is, I conceive, when the good or leading Men, which, by the preſent mode of ſhoaling, may be found in each Gang, have been withdrawn, the remainder could not be conſidered as an efficient body, not being capable of themſelves of performing as much work as would juſtify their being paid the general extra of the Yard. I cannot ſpeak of the inſtances alluded to, for if they happened in this Yard, it was before I returned to it; but I can very eaſily imagine, if the Taſk Gangs have ever been increaſed to the number they would bear, many of the remaining Gangs would be very inefficient indeed.

In addition to what I have herein ſtated, I beg leave to obſerve, that by Shoaling the Men as I have propoſed, I ſhall at all times have the means of applying ſuch abilities and ſtrength to each particular work, as that work may require, and be able to expedite, in the ſhorteſt poſſible time, any works that may preſs or demand extraordinary exertion; whilſt, by the preſent mode of Shoaling, in order to get the ability and ſtrength of any given number of good Men, I am compelled to employ alſo a great number of indifferent Workmen, conſequently ſo much work cannot be performed on any preſſing exigency, as the number that appear to be employed by the Progreſs would juſtify the expectation of; and I am humbly of opinion, if any thing can from time to time ſtimulate the middling and bad Workmen to induſtry and exertion, it will be the hope of being ſelected in the next Shoal by the beſt Workmen, and thereby enjoy the credit and advantage that will, and ought to attach to them; added to which, the Maſter Shipwright will have the means of puniſhing any Man for neglect or inattention, by reducing him to the claſs below that in which he may have been ſhoaled.

I cannot conclude without again repeating my regret that I ſhould differ in opinion with the Honourable Surveyors of the Navy, on a ſubject of ſo much importance; but whether I conſider the queſtion as applying to the beſt mode of reaping the benefit of the actual ſtrength and ability which we poſſeſs, or expediting the repairs and equipment of the Fleet, or the juſtice and encouragement which is due to the good Workmen, and the propriety of making a proper diſtinction between them and the bad Workmen, or as to the due and juſt application of the money allowed for the workmanſhip, I muſt, with all ſubmiſſion, urge the propriety of adopting the mode of Shoaling which I have taken the liberty to propoſe, in preference to that which has hitherto prevailed, and is now practiſed.

I beg to ſubſcribe myſelf,
Sir,
Your moſt obedient humble Servant,
(Signed) *Joſeph Tucker.*

P. S. It is neceſſary I ſhould obſerve, that in ſhoaling the Men as I have propoſed, inſtead of the Quartermen making the ſelection, as at preſent, I would recommend, when the ſtrength of the Yard is aſcertained as to the ability of the Men, a number (equal to the Gangs that can be made) of the beſt Men ſhould be taken, who ſhould in their turns, ſelect from the Men until they had each got fifteen Men; when all the very good Men were ſo diſpoſed of, I would proceed in like manner with the good and middling Men; after which, the Maſter Shipwright ſhould appoint to each Gang the Quarterman that in his judgment was beſt qualified to direct it.

Sir *Evan Nepean*, Bart.

No. 89.

COPY of a Letter from Mr. TUCKER to the Navy Board, with Obſervations on the mode of Shoaling the Shipwrights.

Liſſon Green, 27th January 1804.

Gentlemen,

THE incloſed obſervations were drawn up ſhortly after the ſubject of Shoaling the Shipwrights had been diſcuſſed at the Navy Board, for the purpoſe of being ſubmitted to your conſideration; and I ſhould have laid them before you, if the Comptroller had not intimated that a day ſhould ſoon be devoted to the further conſideration of this very important queſtion, when it was my intention to have produced them.

As circumſtances have ſince occurred which will prevent my being preſent whenever this ſubject may be again diſcuſſed by you, I feel it my duty to put you in poſſeſſion of the reſult of my enquiries, and the obſervations which have naturally ariſen from them.

I ſhall be much obliged if you will return to me the copies of the Letters from the Maſter Shipwrights of the ſeveral Yards; and remain with great reſpect,

Gentlemen,

Your moſt obedient Servant,

(A Copy.) (Signed) *B. Tucker.*
R. A Nelſon.

The Commiſſioners of His Majeſty's Navy.

No. 90.

Encloſure to No. 89.—on the ſubject of Shoaling the Shipwrights.

As the Queſtion with regard to the moſt advantageous mode of Shoaling or working the Shipwrights in His Majeſty's Yards, appears to be of the very firſt conſequence to the Public, and perhaps the moſt important that ever came under the conſideration of the Navy Board, I cannot reſt ſatisfied with the ſhort diſcuſſion it has undergone here, and the negative put to the propoſition of the Maſter Shipwright of Plymouth Yard by the Surveyors of the Navy, becauſe they neither advanced argument to prove any good effect to have reſulted from the preſent ſyſtem, nor replied to that which was adduced againſt it. I have therefore made all the enquiry which time and circumſtances have admitted, into the preſent mode, and conſequent effects and expence of employing the Shipwrights in the King's and Merchants Yards, as well as into other matters connected therewith; and the reſult of ſuch enquiry I feel it my duty to lay before the Board.

I am aware of the motives on which, probably, it may be ſaid I ſupport the propoſition from Plymouth, but that is of little conſequence, either as it regards myſelf, or the Perſon who made it; I am confident he propoſed it from a thorough conviction of the benefits which will reſult therefrom, both to the Public and deſerving Artificers; and being convinced of the juſtice of his obſervations, I feel it incumbent on me to give them all the aid in my power; in doing which I ſhall endeavour to ſhew the baneful effects which have attended the preſent ſyſtem, from ſuch documents in office, and arguments founded on common ſenſe, as I truſt will prove ſatisfactory to the Board. If, however, that ſhould not be the caſe, I hope they will be anſwered by ſomething more than the looſe and general aſſertions which have been made on this ſubject, which I conceive to comprehend two very important Queſtions: the firſt, Whether the money paid by the Public for the building and repairing of Ships in the Dock Yards is applied in ſuch manner as is beſt calculated to call forth the exertion, and expedite the repair and equipment of the Fleet; and, by encouraging the good Men, make a proper diſtinction between them and the bad Workmen, and thereby ſtimulate the latter to induſtry and improvement?—and the ſecond, Whether there is ſo much work performed as the Shipwrights collectively are capable of executing; and whether that work is actually done which the Public Service requires, and which the Public have a right to expect, for the ſums of money paid on account thereof?

By the preſent mode of paying the Men, *all* receive wages alike in the ſame Gang, which is compoſed of Men of every deſcription, as to ſtrength and ability; where then is the ſtimulus to exertion? or to what purpoſe ſhould a good Man labour, when he knows that the moſt inefficient worthleſs fellow in the Gang will receive the ſame pay as the Man who exerts his utmoſt?—From which it is evident, that, at preſent, there is no encouragement to induſtry; nor is there any diſtinction whatever between the good and bad Workmen, excepting that of the good Men being placed at the ends of the Gangs, which however, is not attended with the ſmalleſt advantage to them. Perhaps it may be aſked, how it has happened that, under theſe oppreſſive circumſtances, the good Men have not themſelves complained of theſe hardſhips and reſtrictions from which it would ſeem they have ſuffered ſo ſeverely, more particularly if employed by Job or Taſk, when they are paid only for the work actually performed? (If indeed they had been ſo paid,) I have no doubt but the good Men would long ſince have been clamorous to be relieved from the unjuſt incumbrance with which they have

have been burthened; but the truth is, *they* have not had much reaſon to complain, for their wages have been made up to the ſame amount as it would have been if they had actually worked under the preſent ſyſtem (although by no means what they could have earned, had they been permitted to exert themſelves,) by which the whole ſtrength and ability of the Yard has literally been reduced to the level of the worſt Men in it, which the facts that I ſhall produce from the documents in office will fully prove.

Without adverting to the repair of the Amaranthe, now under inveſtigation, I will aſk, If what I have above advanced has not been the caſe, how the money expended for the workmanſhip in the repair of the Juno, (among many inſtances) at Woolwich in 1798, is to be accounted for, which amounted to £. 10. 3*s*. 2*d*. per ton?—It will perhaps be ſaid in reply, that it is impoſſible to draw any fair concluſion from ſtatements of the *repairs* of Ships, as circumſtances might have ariſen during the repair which poſſibly occaſioned the ſame work to be done twice; I will therefore take the accounts of a few new Ships, built at a Yard under the immediate inſpection of this Board, or, more properly ſpeaking, of the Surveyors of the Navy, from which it is fair to infer, it is more correct in its proceedings than the other Yards. I find the workmanſhip of the Narciſſus, launched at Deptford in 1802, charged at £. 7. 6*s*. 5*d*. per ton, whilſt the price for the Shipwrights work by the Scheme of Taſk is only £. 2. 8*s*. 6*d*.; and having added two-thirds of that ſum for the expence of Caulkers, Joiners, Houſe-carpenters, Labourers, and Horſes (which it muſt be admitted is a very large allowance, when it is known that the amount of wages to all theſe claſſes, for every deſcription of ſervice performed in the Yard, is not equal to what is paid to the Shipwrights) the whole expence ſhould have been only £. 4. 0*s*. 10*d*. per ton?—The coſt of workmanſhip of the Diomede, built at Deptford in 1798, was £. 10. 5*s*. 2*d*. per ton, whilſt, as above, it ſhould have amounted to no more than £. 4. 6*s*. 8*d*. and the charge for building the Stork Sloop at Deptford in 1796, was £. 9. 9*s*. 10*d*. per ton, which ſhould not have exceeded £. 3. 15*s*. 10*d*. I have purpoſely ſelected ſmall Ships, becauſe I know that the large ones frequently remain ſo long in their frame as to require (from the original Timbers being decayed) much of the firſt work to be ſhifted. And how, let me aſk the ſupporters of the preſent ſyſtem of working the Men, can this enormous exceſs of the allowed expence be accounted for, but in the manner I have ſtated? viz. by paying the good Men for more work than was actually performed by them, that they might not complain of being ſaddled with the bad, by which the Public has ſuffered two ways; firſt, in loſing the labour of the beſt Workmen, and, ſecondly, in paying for works not performed, or the ſame works charged again and again, ſo that the labour of the worſt Man might appear to produce a ſum equal to ſatisfy the beſt, who in courſe, as few Men delight in hard work, would not be very ready to complain; and this I contend is one of the natural effects of the preſent ſyſtem of ſhoaling the Men, and this I inſiſt muſt ever be the caſe as long as it ſhall be adhered to, and from which I think it is evident that the money paid by the Public for the building and repair of Ships is not applied in ſuch manner as will call forth exertion, and expedite the repair of the Fleet; neither are the good Men encouraged, nor a proper diſtinction made between them and the bad Workmen, to ſtimulate the latter to induſtry and improvement.

By ſhoaling the Men as at preſent (the good, middling, and bad Workmen together) in the performance of various works, the whole muſt be brought on a level of the worſt Man of the Gang, for the beſt Workman cannot proceed with his work before the worſt ſhall have completed his part. By ſhoaling the Men, as propoſed by the Maſter Shipwright at Plymouth, the good Workmen, by working together, will do their ſtint in nearly the ſame time; and in like manner will the middling and bad Workmen, when claſſed ſeparately; by which there will be no delay or loſs of work to any Man, but every moment of each individual will be beneficially employed, which, as I have before obſerved, cannot be accompliſhed under the preſent ſyſtem; not to mention the time of the good Men, which is loſt in going to and coming from their work, when in common with others, they are employed afloat, or on inferior works, which they ought not to be, excepting in caſes of great emergency, for thereby a great part of the ability and ſtrength of the Yard is frittered away, and loſt to the Public. In judging of this queſtion, it is natural to inquire how the Men are ſhoaled or worked in the employ of the Merchant Builders, whoſe profits depending on the quantity of work actually performed, it is reaſonable to conclude that ſuch methods are purſued as experience has proved to be the moſt beneficial to all parties; and their invariable practice is, in effect, preciſely what is recommended by the Maſter

Shipwright

Shipwright of Plymouth Yard, viz. whenever a piece or job of work is to be performed, a certain number of Men equal thereto, who generally are well acquainted with each other's ſtrength and ability, engage to execute it for a fixed ſum. If, in the courſe of the work, any Man ſhould not prove equal to diſpatch his part, he will not again be taken into the Gang, but is obliged to ſeek another Gang, where his ſtrength and ability may be equal to thoſe in it. The Merchant Builder never attempts to interfere with theſe arrangements, well knowing that if he did, the inevitable conſequence would be both the delay of his work, and an increaſe of the price for performing it, that the good Workmen might not have cauſe to complain of having been deprived of what they would have earned had they not been burthened with the bad Men, and which in fact are the ſacrifices that have been made to the preſent ſyſtem in the King's Yards, as the price charged for the work performed fully proves.

By the information I have received from the moſt experienced Merchant Builders in the river Thames, I learn that in building Ships of War for Government, the number of Men ſtated in the margin (after making a liberal allowance in their favour) can, without any extraordinary exertion, build the Ships of War expreſſed againſt them in 12 months, by which the Shipwrights will earn ſeven Shillings each per day; and this fact being aſcertained, will it be credited, that of 3,300 Shipwrights at this inſtant employed in the King's Yards, only two Gangs of 20 Men each, at Plymouth, are employed on new work? Is it not obvious that a ſyſtem, under which ſo much ſtrength and ability is frittered away, muſt be radically wrong; more particularly when it is aſſerted by the ſenior Surveyor of the Navy, that the whole ſtrength of the Dock Yards can only give large repairs to *ſeven ſail* of the Line per year, with a proportionate number of Frigates, and which, under the preſent Syſtem, I will not queſtion; but I am certain if the Men were *ſhoaled properly*, ſo as to call forth and encourage exertion, that at leaſt 10 ſail of the Line, with a proportionate number of Frigates, might every year be added to the liſt of the Navy, beſides thoſe repaired as above ſtated, and the current fitting and refitting of Ships in Commiſſion even during War. In order to judge of this ſubject fairly, I have taken an account of the new work performed in all the King's Yards for twenty years, ten years of Peace and ten years of War; viz. from the 1ſt January 1783 to the 21ſt December 1802, and find there have been launched no more than

Men.	Boy.	Guns.	About Tons.
46	1	74 -	1,700
25	1	36 -	900
10	1	18 -	430
8	1	Brig -	380
6	1	Gun Veſſel -	180

No.	Guns.
7	100
17	98
3	84
8	80
77	74
46	64
3	63
3	56
5	54
14	50
18	44
6	40
37	38
43	36
40	32
24	28
1	26
6	24
12	20
Sloops	180
Bombs	13
Fire-ſhips	5
Cutters	14
Gun Boats	54
Surveying Veſſel	1
Advice Boats	2
Tenders	4
Armed Schooners	4
Lugger	1
Yatchs	6
Small ditto	5
Tranſports, Buoy Boats and Lighters	166

24 Sail of the Line,
6 Fifties,
17 Frigates,
8 Sloops,
2 Gun Veſſels,
1 Buoy Boat, and
4 Lighters:

and the Shipwrights ſo employed during that period, have averaged 3,292 Men for each year, to whom has been actually paid for their wages the ſum of £.4,014,779 1*s.* 1*d.* which is nearly treble the amount of the price of workmanſhip (according to the *preſent* Scheme of Taſk); for all the Ships and Veſſels of every deſcription at this inſtant appertaining to the Crown, by which the RECURRING EXPENCE of building THE NAVY is brought to ſomewhat LESS THAN SEVEN YEARS! which is corroborated by the following ſtatement of Particulars:—The *whole Navy*, that is, every Ship and Veſſel in it, of all denominations, new, old, Hulks, Priſon Ships, Hoys, &c. to the immenſe number ſtated in the margin, amounts to 524,843 tons; the preſent allowed price for the Shipwrights work for the building of which is £.1,366,063. 0*s.* 6*d.* to which add £.521,761. 0*s.* 0*d.* for the making of their Maſts and Yards complete, which altogether amounts to £.1,887,824. 0*s.* 6*d.* and there appears to have been paid to the Shipwrights in the ſeveral years between the 1ſt January 1796 and 31ſt December 1802, £.1,999,470. 15*s.* 4*d.* making an overplus in theſe ſeven years from the price of building, and making the Maſts and Yards of the whole Navy, £.111,645. 14*s.* 10*d.*; when theſe facts are demonſtrated, and it is conſidered what the Shipwrights ought to have done for the money paid, and might have performed if they had been properly diſpoſed of, or ſhoaled, by comparing the produce of their labour with what is performed by Men in the Merchants Yards, who are in fact ſhoaled in the manner recommended, I think it is clearly proved, that ſo much work

is not done in the King's Yards as the Shipwrights therein are capable of executing; neither is that work actually performed which the Service requires, and the Public have a right to demand, for the immenſe ſums of money paid on account thereof.

I encloſe copies of the Letters of the Maſter Shipwrights of the ſeveral Dock Yards on this ſubject, with Obſervations on their reſpective objections to the mode of Shoaling propoſed by the Maſter Shipwright of Plymouth Yard; and do earneſtly intreat the Board, collectively and individually, to give this moſt important ſubject their ſerious conſideration, on the reſult of which every Inhabitant of the Realm is deeply intereſted.

(A Copy.) *B. Tucker.*
R. A. Nelſon.

No. 91.

LETTER from Maſter Shipwright of Deptford Yard, on ſubject of Shoaling Shipwrights; with Mr. Tucker's Obſervations thereon.

Deptford Yard, 19th Dec. 1803.

OBSERVATIONS of Mr. TUCKER marked with inverted commas.

Sir,

I HAVE received your Letter of the 17th inſtant, encloſing an Extract of one from the Honourable Navy Board to you, with a copy of a Report thereon, referred to from the Officers of Plymouth Yard, relative to the mode of Shoaling the Shipwrights; alſo, a copy of a Report which has been made by the Maſter Shipwright of Plymouth Yard thereon, ſignifying their Lordſhips directions to me to take the ſubject into my moſt ſerious conſideration, and report to you my opinion (ſo as to be at the Admiralty on Monday next) whether the mode propoſed is likely to be attended with benefit to the Service, or whether the preſent mode of Shoaling the Shipwrights ſhould be adhered to, ſtating my reaſons at large for the opinion I may give.

I cannot but regret that my anſwer to a ſubject of ſo much importance, both to the Public as well as the Individual, requires to be given in ſo ſhort a period, being of opinion much diſcuſſion appears to be highly neceſſary in order to *meet*, and *obviate*, the various objections *which will without doubt* be made, *not only to the mode propoſed* to be adopted, but alſo to *any ſuggeſtions* that may be offered which may materially DIFFER FROM THE LONG ESTABLISHED practice of Shoaling the Shipwrights [1]. On this occaſion I would take the liberty to ſtate, that SOME YEARS SINCE the idea of claſſing the Artificers in general was diſcuſſed at Portſmouth; when it appeared to be *not only equitable*, but alſo *expedient*, that a difference in the wages to be paid to the ſeveral claſſes of Artificers ſhould be *in proportion to the quantum of the work performed by them reſpectively*, ariſing either from their mental abilities or bodily exertions [2]; but after the ſubject had undergone ſome inveſtigation,

[1] "Mr. Peake appears to be well aware of the objections that will be made to any ſuggeſtions that may tend to an alteration of the old-eſtabliſhed ſyſtem."

[2] "The juſtice and propriety of giving to every Man the fruit of his labour is here admitted, and I really do not ſee any mode by which that can be ſo eaſily and equitably effected, as that of allowing the Men to ſelect the perſons with whom they are to work; for, as their pay is to be equal, ſo ſhould be their exertions to entitle them to it, and which I contend can only be ſecured by the propoſed mode of Shoaling."

so many difficulties presented themselves, which, for want of time, was not sufficiently discussed so as to arrange and properly digest it[3].

[3] "The extreme absurdity of paying "all *descriptions* of the Artificers alike "being admitted, it was deemed just and "necessary that some alteration should be made, and the plan suggested "was to have different rates of Pay according to the abilities of the Men; "but the mode of Shoaling now proposed was not under discussion, nor "suggested."

Having, in obedience to their Lordships directions, taken into my most serious consideration the proposition made by the Officers of Plymouth Yard in their Letter of the third ultimo; also an Extract of the one from the Honourable Navy Board, dated the 7th instant, together with that of the Master Shipwright of the 13th instant, for the Shoaling of the Shipwrights into three separate classes, viz. very good, good, and middling; I am humbly of opinion, such a mode of classing the Shipwrights would by no means be found on trial to answer the purposes that may be expected from such a change, or remedy the evils which at present, in my judgment, exist from the present mode of paying them[4].

[4] "It is admitted that the present mode "of paying the Men is an *evil* which has "existed for many years, yet no steps "have been taken for correcting it. Let "the Men's earnings depend on the work "performed by them fairly, and without "allowances being made for the foisting of "bad Workmen upon the good ones, "and the evil will be corrected."

It certainly does not seem just or reasonable that an indifferent or idle Workman should be paid to the same amount as those of the best and most industrious, who from superior talents, and *constant exertions*, no doubt have, in very many instances, performed DOUBLE, and PERHAPS treble the work of his brother Workman[5].

[5] "It certainly is not just or beneficial "to the Service that they should be so "paid, but it is notorious that the worst "Workman, or most idle fellow, if he "attends *his call*, is paid the same as those "who, from superior talents and constant "exertions, perform *double*, or perhaps "*treble* the work of the indifferent and "idle; and this I contend can only be "corrected by allowing the Men to shoal "each other, and paying for the work that is actually performed, when "every Man will find his level, and be paid accordingly."

By shoaling or classing all the very good Men into Gangs, there can be no Question but that a specific quantity of work may be performed in somewhat less time, in most cases, than if the same number was composed of middling and indifferent Men; yet I have seldom, if ever, seen occasion where the exigence of the Service required the greatest exertions, that such a selection of very good Men became necessary for the performance of the same[6]; for whatever may be the nature of the service, it cannot but happen that middling, and *even indifferent Men may*, and *do* perform (WHEN WILLING) an equal and SOMETIMES A GREATER QUANTITY OF WORK THAN EVEN THE BEST WORKMEN[7]. And should

[6] "In the working of thick stuff, and "plank of every description, both within "and without Board, the framing and "laying of Decks, planking, sheathing, "and coppering Ships Bottoms, making "of Masts and Yards, the scraping and "trimming of Beams and various other "Works, the good Workman cannot "proceed before the bad Workman has "finished his stint; consequently all the "Workmen are, as to expediting the "work on a level, the level of the worst "Workman in the Gang."

[7] "This is supposing that the only in-"ability to be found in a Dock Yard is, "*the want of inclination.* I am totally at "a loss to reconcile what is here asserted, "that the indifferent Men may and do "perform (when willing) an equal and "sometimes

" ſometimes a greater quantity of work " than even the beſt Workmen, with " common ſenſe, on what is *above* ad- " vanced, and which appears to be reaſon- " able, that the Men of ſuperior talents " and conſtant exertions *have performed*, " and no doubt *can at all times perform*, " DOUBLE OR TREBLE the work of the in- " efficient Workmen."

ſhould it happen *in any rare caſe* that ſuch a ſelection ſhould be judged expedient, the Maſter Shipwright has ever the means, and SHOULD HAVE THE POWER, to ſelect PARTICULAR MEN for PARTICULAR SERVICES, as the *nature of the caſe demanded*[8].

[8] " The giving to the Maſter Ship- " wrights the power to make this ſe- " lection is admitting the benefit to be " derived from it; but can any Maſter " Shipwright judge of the Men's ability and ſtrength ſo well as they can " themſelves from working together, not to mention the confuſion that " would ariſe in making up their pay, if Men from different Gangs were " put to work together for the performance of any particular work."

I would take the liberty to obſerve that during a ſervice of ten years war, at Portſmouth, in which period almoſt every poſſible caſe occurred that could take place, and where exertions became neceſſary, and many expedients adopted, I do not remember an inſtance in which ſuch a ſelection was made or thought neceſſary[9].

[9] " Unleſs all the Men in Portſmouth " Yard were equal in ability and ſtrength, " frequent inſtances muſt have occurred " where ſuch a ſelection would have expe- " dited any particular work that required " it, and benefited the Service; but I be- " lieve ſuch a meaſure was never thought " of, nor do I believe any Maſter Shipwright would have ventured to make it; " nor *was he* the *proper Perſon to do it*, for the reaſons above ſtated. In fact, " numbers compenſated for the want of ability in full one-half, or, as " Mr. Peake obſerves, in $\frac{7}{13}$ths."

With reſpect to the *third claſs*, as recommended, THERE CAN BE NO DOUBT *reſpecting their* INEFFICIENCY when compared *with the firſt and ſecond claſſes*[10]; and as to the Out-Ports in the time of war, when the greateſt exertions were abſolutely neceſſary, and when the Shipwrights may be employed afloat in fitting and refitting Ships, I am of opinion that Gangs compoſed of the moſt inferior Men muſt be employed on all ſervices indiſcriminately with the other claſſes; and as it is preſumable that the Gangs are to be compoſed of an equal number of Men in each claſs, and alſo that the beſt of the Quartermen may be ſelected from the firſt and ſecond claſſes, there ſeems to be too much reaſon to apprehend that inſufficient work will unavoidably be performed, and that ſerious complaints may be expected in conſequence[11].

[10] " How can this be reconciled with " what is ſaid on the other ſide at 7, that " the indifferent Men (that is the third " claſs) may and do perform, when willing, " an equal and ſometimes a greater quan- " tity of work, than even the beſt Work- " men?"

[11] " I do not know of any works that " can be performed to Ships afloat, that " the worſt Workmen muſt not be equal " to; it can only go to the ſhifting of a " piece of Plank, and the fiſhing or ſhift- " ing of a Beam or a Knee; it is true they will not do it in ſo ſhort a time " as the beſt Workmen would, but if they cannot do ſuch work, they ought " not to be kept in the Service. Ships requiring great diſpatch in fitting, " ſhould have good Men ſent to expedite the work; but the beſt Work- " men ſhould never be ſent afloat, as one-third of their valuable time is loſt " in the paſſage to and from their work."

[12] "The idea of the good Workmen "looking after the bad, and correcting "their work, is very plauſible, but I be- "lieve Mr. Peake will not be able to ſub- "ſtantiate his propoſition; when a Man "has performed his work, he does not "trouble his head how the work is per- "formed by the others of his Gang; that "in fact is the duty of the Quarterman: "had Mr. Peake ſaid that the bad Quartermen (and many ſuch are to be "found) made even the beſt Workmen careleſs and indifferent, he would "have been much nearer to the fact."

It is a well known fact that good Men require very little looking after by their Officers; and when good Men are mixed with indifferent ones, they check and prevent inſufficient work in their Brother Workmen, perhaps in a more eminent degree than their Quartermen, who at all times have it not in their power to detect them [12].

[13] "Can it be ſuppoſed that the ap- "pointing a Quarterman to ſeven Men "inſtead of fifteen, will make them in- "duſtrious, if they are ſo indolent as not to "work when the amount of their wages "depends on it? At No. 7, Mr. Peake "ſays the Men of the third claſs ſometimes do more work than the firſt "Workmen: a little more attention to the work going on by the ſuperior "Officers would be attended with much advantage, and the Quartermen "would benefit very much therefrom."

Should it be judged neceſſary to have one Quarterman to each Gang of the firſt and ſecond Claſſes, ſuppoſing fifteen Men (and they ought not to be more) I am of opinion it will be found neceſſary to appoint at leaſt two Quartermen to each Gang of the third claſs, if ſuch Gangs ſhould conſiſt of fifteen Men [13].

[14] "As I before obſerved, the valuable "time of the firſt claſs of Shipwrights "ſhould never be frittered away in paſ- "ſages to and from Cawſand Bay, Ply- "mouth Sound, Spithead, the Nore, and "Long Reach, where they are beſides "ſubject to the impediment here ſtated; "it is downright robbery of the Public "to ſend ſuch Men on ſuch ſervices, ex- "cepting when ſome very preſſing exi- "gency may demand their exertions; let "the Men employed afloat be paid by a "Certificate of the work actually per- "formed, and proper allowance made for "the time loſt in going to and coming "from their work. I have heard of the wages of Men being ſet off in the "fallacious mode of Days, Nights, and Tides, but never before heard of "works being performed by that myſterious but omnipotent mode of ſettling "Men's wages. I fancy it is totally exploded from Plymouth Yard, ex- "cept for docking or undocking of Ships, or ſimilar ſervices."

In moſt caſes the works of fitting and making good defects at the Out-Ports in time of war, for inſtance, *Cawſand Bay*, *Plymouth Sound*, *Spithead*, the *Nore*, and even in *Sheerneſs Harbour*, I am of opinion the mode of Job-work cannot be carried into effect, particularly in the Winter ſeaſon, by reaſon of the frequent impediments that *unavoidably take place in ſupplying materials* from the Dock Yards, and other impediments; in ſuch caſes, no *advantage could ariſe to the Individual of the ſuperior claſſes*, AS THE WORKS WOULD BE PERFORMED BY DAYS, NIGHTS, and TIDES, and no ſpecific ſum of money could fairly be charged for the performance of any given quantity of work [14].

[15] "I cannot comprehend this; does "Mr. Peake mean to ſay that ſeven years "are not ſufficient to learn a Man one re- "move from an idiot, all that can be re- "quired as an operator or working Ship- "wright? or does he ſuppoſe a Man is "more prone to learn and be directed "after the age of twenty-one than before? "however, to put his mind at eaſe on this "ſcore, he may be aſſured they will be "anxious to improve themſelves when "they

In the event of the whole of the good Workmen being framed into claſſes, ſeparate from thoſe deemed middling, a very ſerious evil would take place, on account of *the loſs thoſe People would ſuſtain for the want of method in the performance of their work*; nor could they poſſibly IMPROVE themſelves as if they were mixed with Workmen of ſuperior abilities, however they might be diſpoſed to improve themſelves [15].

Notwithſtanding

"they know and feel that they will be "paid only for the work they perform in "the claſs of Men of the ſame rate of abi- "lity; and it is to be hoped there is good "work done in all the Yards for the bad "Workmen to take a pattern by."

[16] "How can Mr. Peake reconcile this "to what he had advanced at Nos. 7 and "10? I am totally at a loſs to gueſs at "his object."

[17] "It is almoſt requiring too much to "aſk any Man who has been bred and "ſpent the whole of his life in a Dock "Yard, to depart from Dock Yard ſyſ- "tems, which took root in his youth, "and have grown with his years; but "very little experience OUT *of the ſeveral* "*Dock Yards* would have ſhewn him the "abſurdity and folly of ſome of the modes "tranſcribed within them, and that of "Shoaling the Men in particular."

[18] "He ſurely muſt mean Men who "have ſome knowledge of the Draft of a "Ship: he cannot mean what is under- "ſtood to be the beſt working Men, of "which there are generally ſix in each "Gang, the three foremoſt and the three "aftermoſt hands, and conſequently one- "third of the whole, which I believe to "be near the mark. At No. 10, Mr. "Peake conveys a very different idea as "to the ability of the Men, to what this "calculation leads to."

[19] "Adopting Mr. Peake's calculation, "this will give us ſix hundred firſt-rate "Men in the different Yards, who ought to build ten ſail of the Line a "year at leaſt, and ſome Frigates, not one of whom ſhould be ſent afloat "but on ſome preſſing exigency."

[20] "Theſe eleven hundred would cut "a great figure on repairing Ships, when "their wages depended on their own ex- "ertions."

[21] "Theſe fifteen hundred ſhould be "employed on Jobs afloat, and on ſuch "work as their ability is equal to, and not "be paid one farthing more than they ac- "tually earn, which would ſoon reduce "this claſs, and the ſecond alſo. The mi- "ſerable picture which the above calculation preſents is of itſelf ſufficient "proof that an immediate and effectual remedy ſhould be applied; and I "repeat, that it is to the experience to be gained out of the King's Yards "that you muſt look for it."

Notwithſtanding the mode of claſſing the Shipwrights as propoſed by the Officers of Plymouth Yard, appears to me to be very objectionable, yet I am humbly of opinion, and *perfectly agree with the Plymouth Officers, that a well regulated mode for claſſing the Artificers in general would not only be advantageous to the Public, but alſo reward the deſerving Artificer, without making the indifferent and idle equal in point of wages to the good and induſtrious* [16].

Although I do not feel myſelf by any means competent to offer any propoſition to their Lordſhips that could at preſent conduce to the attainment of ſo deſirable a change in the ſhoaling, or claſſing the People, yet I could moſt humbly offer ſome few ſuggeſtions on the ſubject, in hopes that they may aſſiſt in carrying the ſame into effect.

From the obſervations my ſituations in the ſeveral Dock Yards [17] have enabled me to make, relative to the qualifications of Workmen in general, I am of opinion that not more than three Men in fifteen can be eſtimated, as propoſed, of ſuch ſuperior talents as to diſtinguiſh them above their brother Workmen for zeal, exertion, and conducting the various works they may have been employed on; of courſe not more than $\frac{3}{15}$ths of the whole of the effective Men [18] can be fairly reckoned in the firſt claſs, or very good Men, and theſe would almoſt invariably be found to be the foremoſt and aftermoſt hands of the preſent Gangs [19].

Good Men may in general average at $\frac{1}{3}$d the number in each Gang, which will make the ſecond Claſs $\frac{5}{15}$ths of the whole [20].

Middling Men may in general average about one-half the number in each reſpective Gang, which will leave the third claſs $\frac{7}{15}$ths of the whole [21], excluſive of Apprentices.

All such Men who from age, infirmities, or injuries actually received in the Service in the performance of their duty, and who may on that account be placed in the several Houses, Pounds, Store Cabins, &c. and by reason of their inability to perform their day's work at the Dock side, I should consider as belonging to and making a fourth Class[22].

[22] "The Houses, Pounds, and Cabins, "will always be Asylums for Men of these "descriptions."

In order to form an equitable rate of pay for the several different classes, and presuming that the established rate of wages per day cannot be altered, it becomes necessary to make some arrangement in order to obtain the same[23].

[23] "When the Men are shoaled accord- "ing to their ability, and no Man paid "for work which he does not perform, "there will be no necessity to alter the "rate of Pay, further than to establish a "proper Scheme of Prices for Task and "Job-work, when the exertions of each "Gang will to a certainty increase their Pay accordingly."

Extra for many years having been worked to a greater or less amount, either by *Time*, *Task*, or *Job*, and as the rate of the People's earnings at present is unlimited, that is to say, that they are to be paid their actual earnings, I would, with humble submission, propose that *every Man indiscriminately be paid his single or established day pay*; and as the Extra wrought is not made up from time, but from the actual earnings of the People collectively, of course the earnings of individuals must vary considerably, *so as to make it* IMPRACTICABLE *to ascertain each Man's earnings*[24].

[24] "I cannot conceive on what prin- "ciple Mr. Peake proposes that the bad "Workmen (as he has admitted five- "fifteenths of the whole number are of "that description) shall have the same "advantage of the single or established "day pay as the good Workmen. I "admit that as they are now shoaled, it "will be impracticable to ascertain each "Man's earnings; but when the Men "shoal each other, and are only paid for "the work actually performed by them, "their individual earnings will assuredly "be according to their individual ex- "ertions. When proper prices are fixed for the performance of work, "and the Men are paid only for the work actually performed, it is non- "sense to be carping at what shall be their pay, which must be according "to their exertions; as I hope we shall never again witness the absurd "Regulation, that whatever may have been the Men's exertions, their "earnings shall not exceed two-for-one on any limited sum."

I would further take the liberty to propose, that the amount of the extra earnings be divided, so that the Men in the third class may receive 2-3ds of the Extra of those composing the first class, or in such proportion as may be deemed proper. By such a mode of payment, I am of opinion all the objections made by the Plymouth Officers to the injustice done to the good and deserving Men would be done away; as well as the loss to the Public, stated by them to arise from the good Men losing much time in waiting for the idle and inefficient Men to bring up their work; from this mode of rewarding the exertions of good Men, it would operate no doubt as the strongest possible stimulus to them to lose no time themselves, and they would be equally interested in assisting, instructing, and taking care that every Man as well as Apprentice in their respective Gangs, should also exert themselves to the utmost of their abilities[25], which I am fully convinced

[25] "Who is to determine in each Gang "the first, second, and third class? will "any Officer take upon him that respon- "sibility and odium, and if left to the "Men to settle among themselves, will "it not occasion daily quarrels? besides, "as Mr. Peake asserts at No. 7, that the "indifferent Men (or third class) some- "times do more work than the best or "the first class? should they not, when "that happens, be paid accordingly, "notwithstanding they are rated in the "third class?—This is admitting to the "fullest extent the propriety of Mr. "Tucker's proposition, but shackling it "in such a manner, as to make it ab- "solutely impossible to carry it into ex- "ecution."

vinced *is not the case at present*, however vigilant and strict a Quarterman may be and HOWEVER MUCH HE MAY DEMAND their exertions[26]. Or does it seem likely to take place *so effectually* from the mode proposed by the Plymouth Officers, by reason of the advantages to be gained by the generality of the People are not so great as in the present case[27], with respect to the wages of those included in the fourth class, whatever may be the mode used for working them, *I do not think it possible for their actual earnings to exceed double time*[28], and although many of them have been very good Men, yet it does not appear to be consistent that their earnings should exceed that of the third class, who are exposed to all the hardships attending the Dock-side and Float-works. The inducement to a general exertion, should this or some other similar mode be adopted, seems particularly well calculated for the end intended, as it will not only stimulate the good, the middling, and the indifferent indiscriminately, but it also operates in a two-fold sense on them; first, in checking the superior classes from any excesses, for fear of *an immediate reducement to a lower* class, at the same time it cannot but produce a strong emulation in the lower classes, *in hopes of attaining, by their application and willingness the credit as well as advantage of wages, by being placed in the upper classes*[29].

Having taken the subject of the proposal of the Plymouth Officers, respecting the classing the Shipwrights into my most serious consideration, as far as the time would allow me, I am of opinion *it is not likely to be attended with benefit to the Service*; and am further of opinion, *that the present mode of shoaling the People should be adhered to*, until some other plan may be found to supersede it[30].

I would however beg to observe, that although the present mode of Shoaling may be amended, yet I cannot at present see THAT ANY CONSIDERABLE AMENDMENT CAN BE MADE in the distribution of the Men in the Gangs[31]. As they now appear to be, and have for some time been shoaled, it being in a way that with respect to the proportion of good, middling

[26] "I perfectly agree with this observation, that there is not by any means so much work done as ought to be, and the reason is obvious; "the Men are all paid alike, whether they work or not;" but how can Mr. Peake reconcile this observation to what he has asserted of the Artificers in Portsmouth Yard, at N° 10?"

[27] "This is admitting to the full, that the generality of the People are paid for more work than they perform, which Mr. Tucker's plan will prevent, and thereby stimulate them to industry and exertion."

[28] "How can Mr. Peake reconcile this with what he asserts at No. 7?"

[29] "This, as Mr. Tucker justly observes, will apply forcibly to the mode proposed by him."

[30] "This is a most curious and extraordinary conclusion, after all his arguments against the present mode."

[31] "It requires more than common logic to explain this; but it is an opposite conclusion for such a Letter, which has built up and pulled down, and proposed much, which it declared it was impracticable to accomplish."

middling and indifferent Men, they have been found (unleſs in ſome particular bad Gangs) to be well adapted to perform *the ſeveral kinds of work which at all times fall to the lot of a Gang to be performed*; ſhould this aſſertion prove to be well founded, it will follow, that claſſing all the beſt Workmen into Gangs by themſelves, *cannot be beneficial to the Public*, and *probably* NOT IN MANY INSTANCES TO THEMSELVES; for, in the event of their being employed in common with other Gangs[32], much *rough* and *inferior* work will unavoidably fall to the *lot of the* beſt Workmen, which would in other caſes have been executed by Men of inferior abilities, and vice verſâ[33].

I have the honour to be,
Sir,
Your moſt obedient
Humble Servant,
(Copy.) *Henry Peake.*
R. A. Nelſon.

[32] " Mr. Peake is not now to know, " that in performing the following works, " the Men ought to be of equal ſtrength " and ability, or the good muſt wait for " the bad, and cannot proceed before he " has brought his work forward; viz.
" Wales,
" Topſides,
" Bottom,
" Clamps,
" Spirketting,
" Ceiling,
" Bulkheads in hold,
" Laying Deck,
" Making Maſts and Yards."

[33] " It is to prevent the time of the beſt " Workmen being ſo waſted, as is now " the caſe, and that all the Men may be " employed on work to which their ability " is beſt adapted, that Mr. Tucker ſays " they ought to be ſelected and ſhoaled in " the manner he has propoſed; in ſhort, " Mr. Peake has through the whole of " his Letter, drawn concluſions in direct " oppoſition to his argument, but in " favour of Mr. Tucker's plan of Shoal- " ing."
Sir *Evan Nepean*, Bart.

No. 92.

LETTER from Maſter Shipwright of Woolwich Yard, on the ſubject of Shoaling Shipwrights; with Obſervations thereon.

(OBSERVATIONS of Mr. TUCKER marked with inverted commas.)

Woolwich Yard,
Sir, 19th December 1803.

I am honoured with your Letter of yeſterday, ſignifying the directions of the Right honourable the Lords Commiſſioners of the Admiralty, for me to take the ſubject of ſhoaling the Shipwrights into my moſt ſerious conſideration, and to report my opinion, whether the mode propoſed is likely to be attended with benefit to the Service, or whether the preſent mode of Shoaling ſhould be attended to, ſtating my reaſons at large for the opinion I may give.

In obedience to their Lordſhips commands, I have taken the ſubject into my moſt ſerious conſideration, and am humbly of opinion, that claſſing the Workmen under certain Regulations, may be attended with benefit to the Service.

The mode propoſed by the Plymouth Officers, is to divide the Workmen into three claſſes; very good, good, middling. The firſt claſs muſt conſequently be ſelected from Men who poſſeſs ſuperior

" Mr. Siſon appears to make a diſ- " tinction not intended; Draftſmen and Modellers

" abilities,

" Modellers are not the Men meant to be " ſhoaled, but the good working Ship- " wrights, ſuch as will be found at the " ends of the Gangs as at preſent ſhoal- " ed."

" The Men are the beſt judges of each " others ſtrength and ability, and will " make the ſelection accordingly."

abilities, and are capable of extraordinary exertions. The ſecond claſs to conſiſt of Men inferior in a degree to the firſt in mental abilities, but equal in their exertions. Thoſe of the firſt claſs muſt be comparatively ſmall in proportion to thoſe in the ſecond claſs; but, if the firſt and ſecond claſs were ſelected and made one claſs, under the deſcription of good Workmen, their united efforts and abilities may, in my opinion, be productive of more advantage to the Public than by the diviſion propoſed.

The Men who come under the deſcription of the ſecond claſs being equal to thoſe in the firſt in bodily ſtrength, can perform their work in general, with equal diſpatch to thoſe in the firſt claſs, who can only have the advantage of thoſe in the ſecond claſs, where ſuperior abilities are required; and as bodily exertions are more neceſſary than mental abilities, ſuch as in expediting the repairs and equipment of the Fleet, a Man of bodily ſtrength and tolerable abilities is equal in this reſpect to ſuperior Workmen.

The claſs of middling Workmen includes thoſe of good abilities, but idle, and of others who either for want of ability, or an indulgence of idle habits, or both, do not endeavour to put thoſe powers of exertion in practice which many of them poſſeſs; the ſelection of thoſe Men in the firſt inſtance will place them in ſuch an inferior ſituation, that it may reaſonably be ſuppoſed many of them may endeavour, by their future conduct, to obtain a removal into the firſt claſs.

With all due deference to their Lordſhips on this ſubject, I have ſtated my unbiaſſed opinion, actuated by no other motives than what ariſes from a conviction in my own mind, founded on long experience and obſervations in His Majeſty's Yards, on the habits of the Workmen, in which I am convinced that in claſſing the Workmen (being ſubject to certain modifications which may hereafter be found neceſſary) may ultimately anſwer the purpoſe of benefiting His Majeſty's Service.

I am, &c.
Edward Siſon.

(A Copy.)
R. A. Nelſon.

No. 93.

Mr. SEPPINGS's (Maſter Shipwright at Chatham) Obſervations on the Mode of Shoaling Shipwrights; with Mr. TUCKER's Remarks thereon.

(OBSERVATIONS of Mr. TUCKER marked with inverted Commas.)

Chatham Yard,
Sir, 18th December 1805.

I HAVE had the honour of receiving your Letter of the 16th inſtant, encloſing an extract of a Letter which you have received from the Navy Board, with a copy of the Report therein referred to from the Officers of Plymouth Yard, relative to the mode of Shoaling the Shipwrights; alſo, a copy of the Report which has been made by the Maſter Shipwright of Plymouth Yard, and to ſignify their Lordſhips directions to me to take the ſubject into my moſt ſerious conſideration, and to report my opinion (ſo as to be at the Admiralty Office on Monday next) whether the mode propoſed is likely to be attended with benefit to the Service; or, whether the preſent mode of Shoaling ſhould be adhered to, ſtating my reaſons at large for the opinion I may give.

The arguments uſed by the Maſter Shipwright and Officers of Plymouth Yard, reſpecting the ſhoaling the People into claſſes agreeably to their abilities, or rather ſtrength, are certainly in many reſpects very ſubſtantial ones; but, after giving the ſubject the moſt attentive inveſtigation that I am capable of, my opinion preponderates to my preſent mode of ſhoaling the People, for the following reaſons; viz.

1ſt. That if the able active Artificers are claſſed into Gangs or Companies by themſelves, the *indifferent Workmen* will not have the advantage of the *advice* and *example of the good Men* to *guide* and *ſtimulate them* to forward their various works; and in general, *good Workmen are more correct* in their MORAL CONDUCT than the indifferent, by which means a general mixture cauſes a continual check on the ill-diſpoſed, or rather tends to make the good Men bad.

"We have nothing to do with the moral conduct of the Men in this point of view, but I believe, generally ſpeaking, the beſt Workmen in all Trades are the moſt diſſolute characters, and they do not profit much from the pious demeanour or exhortations of their inferiors in ability. As to the example of the good in ſtimulating the bad Workmen to exertion, the beſt ſtimulus will be not to pay them for more work than they perform, which can only be accompliſhed by ſhoaling them together according to their ability and ſtrength. It is true the bad Men will loſe the benefit of the labour of the good, which they now enjoy, when the Gang is paid for no more work than is performed; but, as it is not propoſed to take the good Men out of the Yard, their example and ſuperior earnings cannot fail of being a far more beneficial example both to the bad Men and the Public, than they are at preſent."

"In this, and many other arguments on this ſubject, all the conſideration appears to be directed to the intereſt of a few Men of general good conduct (innocents)"

2dly. Many Men poſſeſs *good judgment* and MUCH INGENUITY in their buſineſs, but from a want of ſtrength of body, frequently from partial hurts received at their duty

" cents) and of professional judgment; of " the latter description there are not " many; no consideration whatever is " paid to the interests of the Public, " whose work cannot be performed " without strength; and those who exert " their strength should be paid for it " accordingly, which is not the case at " present."

" The Public never will be done justice " to until the Men are respectively put " to the work, which, from their strength " and ability, they are best adapted to " perform; that Men may be found so " idle and shameless as to be pleased at " being put to light work I will not deny, " but then they will be paid accordingly, " and not as at present, equal to the best " Men, and to their detriment. Mr. " Seppings has proved by this observa- " vation the propriety of altering the " present mode, by which such Men are screened, and, so far from being " detected and exposed, enjoy equal credit and pay with the best Man in the " Yard."

duty, or other causes; by the proposed mode of Shoaling, they would be placed among an inferior description of People from their infirmities, and not from a want of abilities or general good conduct; so that *strength of body* would be frequently rewarded when GENERAL GOOD CONDUCT, and professional judgment, would be passed over.

3dly. If the best Men were in Companies by themselves, they must at all times have the most laborious parts of the work, such as for instance, the bringing to the wales of the Ships, planking, kneeling, ridring, coppering, &c. &c. from which many indolent Men would, from the exertions required on such works, wish to screen themselves to be employed on light work, notwithstanding their pay might be less.

" I do not comprehend what Mr. Sep- " pings means, as I conclude every Man " in the Yard is capable of performing " the common work required to Ships " fitting; if he is not, I am sure it is " robbing the Public to keep him in the " Yard, and much more so to pay him " equal to the best Men, as is now the " case; and yet Mr. Seppings will not " allow that the present mode can be " altered for the better."

" This is truly ridiculous; it would " appear by this, as if the fitting of the " Ship, or her repair, depended on the " judgment of each individual Ship- " wright; if the bolt is well clinched, or Deck well caulked, they will not " care how the Man is rated that does it. I am rather of opinion, that " when it is fairly known that the Men are sent who have ability equal to " the work to be performed, there will be more confidence than at pre- " sent, when Men of all descriptions are sent without any regard to the " nature of the work to be done, but merely as to the quantity."

4thly. It would be placing a very serious charge on a Shipwright Officer, who has a Ship to fit with the inferior Shipwrights; and should any insufficiency of workmanship afterwards appear, it would be a hard case to make him accountable for works performed by Men who are borne on the books of the Yard under the head of Indifferent Workmen; and I am further humbly of opinion, that Officers and Seamen would be often frequently *prejudiced against a Ship* fitted by such People from a want of *confidence in Men* who stand on the books of the Yard as inferior Workmen.

" He altogether misconceives the mat- " ter; by the mode proposed, the Men " are to shoal themselves, being the best " judges of each others ability and " strength, and there will not be the " smallest responsibility on the Master " Shipwright, or any other Officer; and " if any of the Men are dissatisfied with " the class in which they are chosen, they " have only, by exertion and industry, " to prove themselves deserving of a " higher class."

" I agree that by the present mode an " evil exists, as the bad Men are paid for " the

Lastly. It will require a *very nice discrimination*, and a *thorough knowledge of the People* (A KNOWLEDGE CLEAR OF PREJUDICE NOT EASILY PROCURED) to class them; and it is my opinion it would occasion much discontent among many of them, from the idea that justice has not been done them by making comparisons with other Men in classes above them; and I am of opinion if any evil exists by the present mode, it is to the People more than to the Public.

These, Sir, are my reasons for giving the present mode a preference, which I have not

" the labour of the good; but I alſo inſiſt " that a ſerious evil exiſts to the Public " by the loſs of one-third of the labour of " the beſt Men, by working them with " the bad, ſending them afloat, and em- " ploying them on works that the worſt " Men, or even Labourers, are capable " of performing."

not done till after giving it my moſt ſe- rious conſideration, which has alſo been done by me without communicating the ſubject to a profeſſional Man, that my judgment might not be biaſſed by the opinion of others; and

I am, Sir, with all reſpect,
Your obliged and
very humble Servant,
(Copy.) *Robert Seppings.*
R. A. Nelſon.

No. 94.

LETTER from Maſter Shipwright of Sheerneſs Yard, on the ſubject of Shoaling Shipwrights; with Mr. TUCKER's Obſervations thereon.

(OBSERVATIONS of Mr. TUCKER marked with inverted Commas.)

Sheerneſs Yard, Dec. 1803.

Sir,

In anſwer to your Letter of the 16th inſtant, encloſing an extract of a Letter from the Honourable Navy Board, with a copy of a Report from the Officers of Plymouth Yard; alſo, a copy of a Report made by the Maſter Shipwright of that Yard, relative to the mode of Shoaling the Shipwrights; ſignifying the directions of the Right honourable the Lords Commiſſioners of the Admiralty, that I take the ſubject into my moſt ſerious conſideration, and report my opinion, whether the mode propoſed is likely to be attended with benefit to the Service; or, whether the preſent mode ſhould be adhered to, ſtating my reaſon at large for being of that opinion.

I beg leave to acquaint you for their Lordſhips information, it appears to me that the mode pointed out by the Maſter Shipwright of Plymouth Yard *is in a great meaſure adopted already*, the People being divided into Taſk and Day Gangs. *The Taſk Gangs are ſelected from the beſt and moſt able Workmen* in the Yard, and are employed on new Ships, or ſuch works as require ſuperior ſtrength and abilities; the reſt are placed in the Day Gangs, *who are never employed on new Ships, and very*

" That the Taſk Gangs are meant to do in " part what is propoſed by Mr. Tucker, " cannot be denied, but never can effect " it properly, as long as the ſelection of " the Men reſts with the Quartermen. If " it is found advantageous to have the " Taſk Gangs, why not carry the ſyſtem " to the extent it will bear, and encourage " the Men to induſtry and exertion, by " rewarding them accordingly. It is " admitted by all, that a few Taſk Gangs " are neceſſary to perform the new work, " and yet they have been reſtricted in " their exertions by the order that their " earnings ſhall not exceed two-for-one, " by which, and the frequent want of " materials, I contend one-third of their " labour has been loſt to the Public; the " evidence and truth of which will appear " as you unſhackle the Men, and allow " them to work together according to " their ability, and pay them for the work " actually performed by them."

" This

ſeldom

" This is ſuppoſing that a ſnug little " piddling Job can be found for each " individual, and ſo in fact the ſtrength " of the Yard is frittered away; but when " ſuch little accommodating Jobs cannot " be found, and the Men work in a line " together, they are all brought down to the level of the worſt Man in the " line. It is true in performing ſeparate Jobs, where the nature of the work " will allow, it the Quarterman employs the Men as he ſees beſt, and if " he has any conſideration for the Public, gives the beſt Workmen the " hardeſt work; but how can they expect they will exert themſelves in the " performance of it, when they well know the worſt Men in the Gang " will be paid as much as them, let their exertions be ever ſo great?"

ſeldom in a line of work, but moſtly on *ſeparate jobs*; and as ſome of them have more abilities, and are better Workmen than others, the Quarterman employs them as he ſees beſt.

" * To make good this aſſertion, he " ſhould prove that all the beſt Men are " in the Taſk Gangs, or rather that none " of them are in the Day Gangs."

* I beg leave to obſerve that the Taſk Gangs in the different Dock Yards bear no proportion to each other; in this we have $\frac{1}{3}$d Taſk, and $\frac{2}{3}$ds Day Gangs, *which ſeems to ſeparate them very properly.*

" This is regular Dock Yard doctrine, " that the preſence of the principal Ship- " wright Officers will correct (or more " properly cover) the ill conduct of the " ſubordinates, acting under a bad ſyſtem. " Do we not know that all the principal " Officers are intereſted; that all thoſe " who have ſerved their Apprenticeſhip " to them ſhould be ſelected for the Taſk " Gangs; and as the Quartermen are not " ignorant of this, is it not to be expected " that they will be choſen accordingly, " and to a certainty the more ſo, from the " Officers being preſent at the Shoal?"

Having moſt ſeriouſly conſidered the ſubject, and duly weighed all the circumſtances, I am humbly of opinion, if a certain proportion of the Shipwrights in each Yard are ſhoaled by the Quartermen, *in the preſence* of the principal Shipwright *Officers*, into Taſk Gangs, and the reſt into Day Gangs, agreeably to the method now purſued, more real benefit will be done to the Service than by dividing the good and middling Workmen, as propoſed by the Plymouth Officers.

I remain, Sir,
Your moſt obedient,
humble Servant,
(Copy.) *Robert Jn° Nelſon.*
R. A. Nelſon.

No. 95.

LETTER from the Maſter Shipwright of Portſmouth Yard, on the ſubject of Shoaling Shipwrights; with Mr. TUCKER's Obſervations thereon.

(Mr. TUCKER's Obſervations marked with inverted Commas.)

Portſmouth Yard,
Sir, 18th Dec^r 1803.

I have received your Letter of the 16th inſtant, encloſing an extract of a Letter from the Honourable Navy Board, relative to the mode of Shoaling the Shipwrights; alſo, a copy of the Report which has been made thereon by the Maſter Shipwright of Plymouth Yard, and to ſignify their Lordſhips' direction to me, to take the ſubject into my moſt ſerious conſideration, and to report my opinion whether the mode propoſed is likely to be attended with benefit to the Service; or, whether the preſent mode of Shoaling ſhould be adhered to, ſtating my reaſons at large for the opinion I may give.

In obedience to their Lordſhips com-

" Which will certainly be accompliſhed " by the mode of Shoaling propoſed; but " which it is notorious is not the caſe at " preſent; quite the reverſe."

" The propoſed mode will evidently " equalize the Gangs, by placing together " Men of the ſame ability, who may be " put to ſuch work as their ability is beſt " adapted to perform; by the preſent ſyſ- " tem they are indeed equalized in ab- " ſurdity."

" If men of the moſt common abilities " are equal to perform the works here " enumerated, the good Men are poſi- " tively thrown away in being employed " on them; and if on the performing of " this inferior work, which it is admitted " the worſt Men are equal to, they can " earn more than the good Men at other " work which requires ability, the prices " ſhould be altered. I will go further; and " ſay, that Labourers are very capable of " performing ſuch work as the ſtripping " of Wales, Plank-Bottom, Decks, and " ripping off Copper, conſequently it is a " robbery of the Public to employ the " beſt Shipwrights, the very eſſence of " the Yard."

" Labourers out of the King's Service " rip up old Ships, and do it nearly as " well as the Shipwrights."

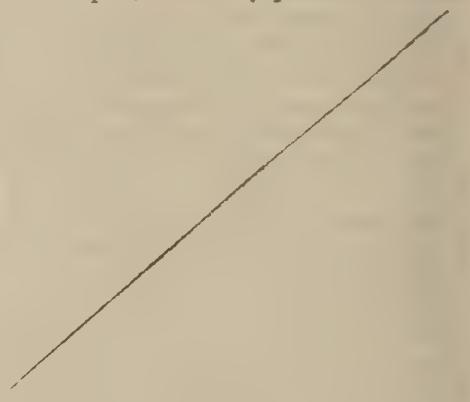
" Reduce the prices allowed for ſtrip- " ping and unbolting, which are too high, " and this evil is at once remedied."

" When the Men ſhoal each other, " no ſuch coaxing or ſmuggling the in- " cifferent Men out of an oſtenſible place " will be neceſſary; they will all find their " level, and be paid accordingly."

" Vide my obſervation on this head to " Mr. Peake, at N° 12."

" The Apprentices ſhould certainly " be placed as ſoon as poſſible in the " Gangs of good Men, in order that they " might have the benefit of the beſt ex- " ample, and inſtructions, by which it is " fair to preſume the riſing generation " of

mands, I humbly beg to offer my opinion on the above propoſal, after having duly conſidered the importance of the ſubject, as it relates to the management of the principal concerns in His Majeſty's Dock Yards; and although *it is certainly juſt and equitable that every Man ſhould have the reward of his labour*, yet it is my opinion, *of the greateſt conſequence to equalize the Gangs*, in order *that they may be taken to ſuch parts of the works as may be neceſſary* in refitting or repairing ſuch Ships as may require to be brought forward; for if the *Gangs of the beſt Workmen* were not taken indiſcriminately with the others *to perform inferior works*, as it might be termed, ſuch as ſtripping Ships Bottoms of Copper, taking off the planking of the Bottom or Decks, or otherwiſe diſmantling Ships (being ſuch work *as Men of the moſt common abilities would be equal to*), but kept continually on putting Ships together, and under repair, I humbly preſume that *the*



wages of the worſt Workmen would exceed that of the former (provided they are employed by *Job or Taſk*) *as no difficulty whatever can ariſe to prevent their proſecuting this work*, which in moſt other caſes takes place; and further, as they could not, in turn with the other Workmen, partake of the principal works, and I am fearful would be the ſource of *murmuring amongſt thoſe of ſuperior abilities*;—but as Men of inferior abilities may be employed in the middle of the Gangs, where it is not neceſſary for them to poſſeſs ſuperior ſkill in the profeſſion, if their ſtrength is equal to the moſt laborious part of the buſineſs, they are as uſeful as any other deſcription of Men. In addition to this I cannot help ſuppoſing that the abilities of the very good Workmen would in a great meaſure aſſiſt thoſe of the inferior claſs, when working *together*, which they certainly muſt ever be deprived of, if ſeparate. Further, if the whole of the Apprentices are diſpoſed of in the very good, or good Gangs, it would tend to leſſen the wages of Men, as the younger Servants cannot poſſibly perform a proportion of work; if on the contrary

" of Shipwrights will turn out full double " the number of good Men in proportion " to what Mr. Peake ſtates the preſent " race of Shipwrights to conſiſt of."

" This is ridiculous; if the Bolt is well " clinched, or the Deck well caulked, no " perſon on board the Ship will trouble " his head how the Man is rated, or in " what claſs he works that did it. If " any Men are really ſo bad as is here " hinted at, they ought not to be kept " an hour longer in the King's Service."

" The number of Servants can never " bear a proportion equal to the good " Workmen in the Yard, when encou- " raged to induſtry, by reaping the fruit " of their ability and labour; the propoſed " mode will call forth the exertions of " the good, and ſtimulate the idle to in- " duſtry, both highly neceſſary when " Mr. Peake's ſtatement of the ability of " the Men is conſidered, and how little " work they do, compared with what is " done by Men in the Merchants Yards, " where their earnings depend on the " work actually performed by them."

(A Copy.)

R. A. Nelſon.

contrary, they are diſpoſed of equally in the middling or worſt Gangs, I fear they would be materially injured for want of Men of ſuperior abilities to inſtruct them in their trade.

It is alſo to be apprehended, that the commanding Officers of Ships on board which the middling or worſt Workmen may be employed, will be diſſatisfied with them, whilſt other Ships have thoſe of ſuperior abilities.

From the afore-mentioned reaſons, I am humbly of opinion, that the preſent mode of Shoaling is preferable to the alteration propoſed by the Plymouth Officers; at the ſame time beg to remark, that the good Workmen are frequently rewarded with Servants, or promotion, which muſt certainly act as a ſtimulus on them.

I have the honour to be,
Sir,
Your moſt obedient Servant,

(Signed) *N^s Diddams.*

No. 96.

WILLIAM MARSDEN, Eſq. to Navy Board, on the ſubject of Shoaling the Shipwrights.

Admiralty Office, 11th February 1804.

Gentlemen,

I have received, and communicated to my Lords Commiſſioners of the Admiralty, your Letter of the 4th inſtant, on the ſubject of Job-work; and I am commanded by their Lordſhips to acquaint you, that they cannot conceive how the authorizing you " to continue to employ the Shipwrights and the other Artificers in the manner you " had propoſed," has thrown any reſponſibility on you which did not attach to you before, and which you ought always to have felt, viz. that of having employed the Artificers and others in His Majeſty's Yards to the beſt advantage.

I have their Lordſhips further commands to acquaint you, that before they can give any directions on the ſubject now before them, it is neceſſary they ſhould be informed whether the prices contained in the Books forwarded for their inſpection have been calculated with the view of continuing to ſhoal the Men in the manner they are at preſent, the good, middling, and bad Workmen together; and if ſo, to ſtate particularly the advantages which have ariſen to the Public from that mode of working them, their Lordſhips being apprehenſive that it has been attended with various ill conſequences; and whether, in your opinion, an alteration may not be made in the preſent mode of Shoaling, which will tend to expedite the works, and encourage the deſerving Artificers.

I am Gentlemen,
Your moſt humble Servant,
W^m Marſden.

(Atteſted)
R. A. Nelſon.

Navy Board.

No. 97.

EXTRACT of a Letter from the Navy Board to WILLIAM MARSDEN, Esq. so far as relates to the subject of Shoaling the Shipwrights; dated 5th March 1804.

WE desire you will please to acquaint their Lordships, that the Prices specified in the Books are such as, in the opinion of the Surveyors of the Navy, will enable the Shipwrights and Caulkers in general, by fair and proper exertions, to earn 4*s.* 2*d.* per day in the common working hours, upon an average of Summer and Winter, and in calculating them, the Surveyors could only have in view the Shoaling the Shipwrights in the manner done at present, that mode alone having their approbation. With respect to stating the particulars of the advantages which have arisen from that mode of working them, we conceive from the nature of things that to be impossible, we can only in general say, that for the reasons adduced in our Letter of the 7th December last, we are of opinion that it is the best means of forwarding the works in general, and of obtaining from the great body of Artificers the performance of the greatest quantity of work for a given sum.

In regard to the ill consequences which their Lordships are apprehensive attend this mode of working the Men, we have to observe, that whatever abuses may have existed in carrying the system into effect, in consequence of the neglect of Persons on the spot whose duty it is to prevent them, the system is in our opinion the least objectionable of any that has hitherto been devised for working the Artificers of the Dock Yards, though we have no doubt that in its execution it is capable of improvement; and further, experience in the mode we have proposed of measuring the work by Persons not interested in its extent, may point out some alterations as necessary to be made in the Scheme of Prices. We agree in opinion with their Lordships that the most deserving Shipwright should have all due encouragement, and while the old mode of granting them Apprentices continued, this purpose was fully answered; but the Regulations which have lately been established in regard to Apprentices have considerably reduced our means of promoting this beneficial end. The copy of a Letter from the Master Shipwright of Deptford Yard, which is at the same time with this Letter transmitted to their Lordships, will afford the means of judging in what estimation the privilege of entering Apprentices under the present system is held, and the little encouragement afforded to them to enter.

(Attested)
R. A. Nelson.

No. 98.—Enclosure to No. 97.

LETTER from the Master Shipwright of Deptford Yard, respecting the difficulty of procuring Apprentices.

Deptford Yard, 27th February 1804.

Honourable Sirs,

Having had frequent complaints from the several Quartermen belonging to this Dock Yard, on account of the difficulty of procuring proper Boys, in order to send to your Honourable Board for your directions, relative to their being entered as Apprentices on the Books of the Yard, or otherwise; and stating the very great loss they sustain on account of by far the major part of the Boys so offered being refused to be sent to you by reason of their being under the established age or height:—

I would humbly take the liberty to send you the following list of Quartermen and Shipwrights, who have not been able to induce proper Boys to offer themselves as Apprentices, as also the time they have been in want thereof; viz.

Situation.	Names.	N° wanted.	Time since wanted.
Quartermen	John Best	2	23 Months.
	Thomas Jones	2	8
	Thomas Storey	1	8
	John Nightingale	1	12
	John Moore, sen.	2	2
	William Rayden	2	2
	Edw[d] Hardesty	2	2
	William Smith	2	2
	Joseph Thorn	2	4
	William Parham	2	8
	John Moore, jun.	1	1
	John Randall	1	3

Situation.	Names.	No wanted.	Time ſince wanted.
	James Young - -	1 - - -	15 Months.
	Edmund Cubitt - -	1 - - -	15
	George Dyatt - -	1 - - -	14
Shipwrights	Richard Spanwell - -	1 - - -	14
	Joſeph Bailey - -	1 - - -	9
Caulker -	Richard Baker - -	1 - - -	13

Lately ordered to Shipwrights ten, making together thirty-ſix Apprentices wanted, but not to be obtained.

On this occaſion I would moſt humbly beg to acquaint you, that I have a Son eighteen years of age, who has been indentured to me four years, and who has been conſtantly under my care, and training in the line of a Shipwright from his infancy; I would therefore take the liberty, in conſideration of the impracticability of procuring Boys of any deſcription for Apprentices, (as ſo evidently appears from the number wanted for Quartermen and others, who are ſo highly intereſted to procure them) to requeſt that my Son, John Peake may be entered on the Books as an Apprentice for the remainder of his time, and that any one of the above-mentioned Quartermen or Shipwrights may be conſidered as his Teacher, conformable to the terms of the new Regulations relative to Apprentices.

I ſhould not have preſumed to have taken this liberty, but in conſideration of the loſs ſuſtained not only to the Public, but alſo to the ſeveral Individuals, for the want of Boys, particularly ſuch as may be ſo much advanced in ſervitude and inſtruction as my Son; the obtaining ſuch at this particular period ſeems to be of much importance, the more eſpecially ſo in this Dock Yard.

I would further take the liberty of ſending copies of two Letters from your Honourable Board to the Officers of this Dock Yard, on the ſubject of turning over Apprentices, preſuming that ſuch a precedent may ſerve as an apology for again troubling you in regard to my Son.

I remain,
Honourable Sirs,
Your very humble Servant,
(Signed) *Henry Peake.*

(Atteſted.)
R. A. Nelſon.

Honourable Navy Board.

No. 99.

COPY of a Letter from the Secretary to the Admiralty to the Navy Board, reſpecting Shoaling the Shipwrights, &c.

Admiralty Office, 7th March 1804.

Gentlemen,

I HAVE received and communicated to my Lords Commiſſioners of the Admiralty your Letter of the 5th inſtant, on the ſubject of Job-work; and I have their Lordſhips commands to acquaint you, that if any additional reſponſibility could poſſibly attach to you by a continuance of Job-work, under whatever modifications you might propoſe for the execution of it, it muſt principally ariſe from your perſeverance in a ſyſtem which you allowed to have been condemned altogether by their Lordſhips as defective in its principle, and therefore not capable, under any Regulations, of being rendered beneficial to the Public; and it was in conſequence of this difference in opinion, and your declared inability to propoſe a better ſyſtem, that their Lordſhips conſented to your authorizing a continuance of it, in the hope that a Commiſſion of Enquiry into the Abuſes of the Navy, at that time in contemplation, might be able to inveſtigate the ſubject, and propoſe a remedy to an evil which appeared beyond the compaſs of your experience or ability to accompliſh.

With reſpect to Regulations that affect the internal economy of the Dock Yards, which, from what came to light during the Viſitation, their Lordſhips deemed indiſpenſable to order, you certainly have no further reſponſibility than by your example and direction to give them full effect.

As you repreſent it to be impoſſible to ſtate the advantages which have ariſen from the preſent mode of Shoaling the Shipwrights in His Majeſty's Yards, their Lordſhips deſire to know if any, and what repreſentations have been made to you of the diſadvantages which the Service has ſuſtained therefrom; and to ſtate particularly how far ſuch repreſentations appear to be well or ill founded.

It is with aſtoniſhment their Lordſhips have read your approval of the former ſyſtem with reſpect to Apprentices, which was not only proved at the Viſitation, but previous thereto by your Report, to have been productive of the moſt ſcandalous frauds and abuſes: and with regard to the Letter from the Maſter Shipwright of Deptford Yard, which accompanied your Letter of the 5th inſtant, their Lordſhips are not leſs ſurprized at the attempt to adduce that as a proof of encouragement not being now given to deſerving Men, which, in fact, goes to ſhew that a ſufficient number of Apprentices (notwithſtanding thebenefits recently given to them) cannot be procured by the Men of that deſcription, whom their Lordſhips have ordered to be indulged therewith: and it is their Lordſhips direction that you furniſh to me, for their Lordſhips information, with as little delay as poſſible, a Statement of all the Apprentices who have been entered in the ſeveral Yards to Shipwrights ſince the 1ſt March 1801, and between that time and the 1ſt March 1798, each year to be ſeparately ſtated.

I have their Lordſhips further commands to acquaint you, that, as it appears by the ſignatures to your Letter, that its contents have been diſcuſſed by the Board at large, their Lordſhips deſire to know whether the omiſſion of the names of two of the Members has been occaſioned by accident, or if they have been intentionally withheld; and in the latter caſe, their Lordſhips deſire that ſuch Members will ſtate to them their reaſons for not ſigning it.

I am,
Gentlemen,
Your moſt humble Servant,
W. Marſden.

(Copy.)
R. A. Nelſon.

Navy Board.

No. 100.

NAVY BOARD to WILLIAM MARSDEN, Eſq. on the ſubject of Shoaling the Shipwrights, &c.

Navy Office, 31ſt March 1804.

Sir,

IN obedience to the directions of the Right honourable the Lords Commiſſioners of the Admiralty, ſignified by your Letter of 7th inſtant, we herewith tranſmit a Statement of all the Apprentices who have been entered in the ſeveral Yards to Shipwrights ſince 1ſt March 1801, and between that time and the 1ſt March 1798, in which each year is ſeparately ſtated: and we take this opportunity of requeſting you will lay before their Lordſhips the following Obſervations, which we deem it neceſſary to offer to their conſideration, on your ſaid Letter relative to the mode of employing the Artificers in the Dock Yards on Job-work.

It is with much concern we find that their Lordſhips ideas, and our own, on this ſubject do not in any degree approximate, in conſequence of the communications which have taken place between their Lordſhips and ourſelves on that point; but on the contrary, that their Lordſhips ſhould have ſtill further ſignified their diſapprobation of the ſyſtem now in uſe, by pronouncing it to be "defective in its principle, and "therefore not capable, under any Regulations, of being rendered beneficial to the "Public;" and we feel the more concern on this account, as their Lordſhips have not thought fit to order it to be diſcontinued; and it cannot fail to be extremely irkſome to us to perſevere in a ſyſtem which is marked with their Lordſhips ſtrongeſt diſapprobation.

We feel it to be our duty to employ the Artificers in His Majeſty's Dock Yards in the way that may really prove the moſt beneficial to the Service: but having given the ſubject our beſt attention, and finding the preſent ſyſtem to be ſanctioned by the opinions of the Surveyors of the Navy, and of a very great majority of that claſs of Officers of the Dock Yards, who, from their ſituations and experience, are moſt competent to form a juſt judgment on the ſubject, we do allow it to be "not within the "compaſs of our experience or ability;" to propoſe a better and while we remain of this opinion, we ſhould conſider ourſelves guilty of a dereliction of the duty impoſed upon us by His Majeſty, if we were in any reſpect to compromiſe it.

How far the experience and ability of the Commiſſioners of Naval Enquiry, in this particular branch of the Naval Syſtem, may be competent to a deciſion upon this almoſt

profeſſional

professional Question, we shall not presume to determine; but we trust we may be permitted to express our earnest hope, that no charge in so important a part of the Public Service will be made, but upon the most solid and satisfactory grounds of superior advantage; though at the same time we beg leave to assure the Lords Commissioners of the Admiralty, that if their Lordships should think proper to direct that the Plan proposed by the Plymouth Officers, or any other Plan whatever, shall be adopted, no exertion shall be wanted on our part to give it the fullest effect.

In signifying to us "their Lordships desire to know if any, and what representa-" tions have been made to us, of the disadvantages which the Service has sustained " from the present mode of Shoaling the Shipwrights, and to state particularly, how " far such representations appear to be well or ill founded," you are pleased previously to describe us as "representing it to be impossible to state the advantages which have " arisen from the present mode in this respect;" whereas we stated, that from the nature of the thing, it was impossible to state the particulars of the advantages to be derived therefrom, and referred generally to our Letter of the 7th of December last, for the reason of our opinion, that the present System is the best means of forwarding the works in general, and of obtaining the performance of the greatest quantity of work from the whole body of Shipwrights for a given sum. We are concerned to be under the necessity of entering into such minutiæ, but we consider that the omission of the above words alters materially the import of the expression imputed to us.

We are rather at a loss to consider whether a paper containing the opinions of Mr. Tucker, late a Commissioner of this Board, on the subject of Shoaling the Shipwrights, which he sent to this Office, when he was appointed one of their Lordships Secretaries, can be considered as coming within the description of the representations required by their Lordships; we, however, transmit a copy of it for their Lordships information, observing, that the deductions, so far as they are made from facts, are upon the cost of new Ships built in the King's Yard at Deptford; but, from the manner in which the calculations of the cost of those Ships are made out, we cannot consider them to be by any means sufficiently accurate to admit a decisive conclusion to be formed upon a subject of such magnitude and importance, and the less so, as the Officers have since discovered that the Documents on which they are founded are erroneous; and we further observe, that this opinion, with the exception of that of the Master Shipwright at Woolwich, stands opposed to the judgment and experience of all the other principal professional Officers at this Office, and the Dock Yards.

We shall deem it necessary to offer to their Lordships consideration some further observations on the contents of this Paper of Mr. Tucker, as soon as we shall have investigated the accounts to which that Gentleman has referred for his calculations, and have had some explanation from the Officers of the Dock Yards on certain parts of them.

The leading objection to the present mode of Shoaling the Men has been represented to be, the want of encouragement to the deserving Artificers; and we read with great concern that passage in your Letter, in which you state it to be "with asto-" nishment their Lordships have read our approval of the former system with respect " to Apprentices," which you state "was not only proved at the Visitation, but previ-" ously thereto, by *our Report*, to have been productive of the most scandalous frauds " and abuses."

Whatever abuses the allowing of Apprentices upon the former footing to the Officers of the Yards may have occasioned, which were done away by the Regulations of 1801, we are not aware of any that existed from granting them on that footing to the Shipwrights or other Artificers, to whom alone our recommendation applied; nor do the Minutes of the Visitation in our possession make mention of any.

Their Lordships are pleased, at the time of conveying this reproof, to express their surprize at *our attempt* to adduce the Letter from the Master Shipwright at Deptford Yard, as a proof of encouragement not being now given to deserving Men, which in fact goes, according to their Lordships judgment, to shew that a sufficient number of Apprentices, notwithstanding the benefit recently given to them, cannot be procured by the Men of that description whom their Lordships have ordered to be indulged therewith: we must however observe, that we are not aware that the inference drawn by us from the Letter is at all inconsistent with the purport of it, as stated by their Lordships; because we are of opinion that the reason why a sufficient number of Apprentices do not enter at Deptford, is, that the encouragement (notwithstanding the benefits recently given to them) is yet so much inferior to what was granted under the old system; and the construction given by us to Mr. Peake's Letter occurred to us the more readily, as we had been frequently informed by several of the

Yard

Yard Officers, that the Apprentices under the new Regulations did not afford a benefit to their Maſters or to themſelves, in any degree commenſurate with what they did on the old footing, of which we conceive their Lordſhips to be equally ſenſible with ourſelves. And feeling very anxious that the entry of Apprentices to the Shipwrights ſhould be encouraged as much as poſſible, as the beſt means of ſupplying the Dock Yards in future with this uſeful claſs of Artificers, we availed ourſelves of the opportunity of introducing the ſubject again to their Lordſhips conſideration, as we are ſenſible of the good effects which have reſulted from their Lordſhips Orders of the 22d March and 14th April 1803, directing the Apprentices of the Blackſmiths and Ropemakers to be placed on the old footing. The complement of Apprentices to theſe two claſſes of Artificers being complete at Deptford and Woolwich (the two Yards more immediately under our obſervation) with the exception of one ſingle vacancy, we therefore ſubmit to their Lordſhips ſerious conſideration, whether, from this circumſtance, there may not be ſufficient ground to extend a ſimilar indulgence to the meritorious Workmen of the other claſſes of Artificers.

Upon the latter part of your Letter, in which you ſignify their Lordſhips directions to acquaint you, for their Lordſhips information, "whether, as the Letter "appears to have been diſcuſſed at the Board, the omiſſion of the names of two of "the Members has been occaſioned by accident, or if they have been intentionally "withheld; and, in the latter caſe, deſiring that ſuch Members will ſtate to their "Lordſhips their reaſon for not ſigning it?" you will pleaſe to acquaint their Lordſhips, that, as all Queſtions in which a difference of opinion may prevail are decided in conformity with His Majeſty's Order in Council, by a majority of voices, and the deciſion, when made, becomes the Act of the Board, the ſignature of names to the Letters, or Orders of the Board, is no proof that all who ſigned them approve wholly, or partially, of the contents; neither is the not ſigning them, for the ſame reaſon, any evidence the individuals whoſe ſignatures are not attached diſapprove of their purport: and it frequently happens that from reſpect to this ancient Regulation, individual Members ſubſcribe to proceedings which have been determined upon againſt their opinions; and if it were otherwiſe, it muſt be obſerved that Public Buſineſs might be conſiderably impeded.

With a view, we preſume, to this and other important objects, no proviſion is made in the Order in Council above-mentioned for any ſtatement of individual opinions upon any caſe whatever.

We therefore are moſt earneſt in our requeſt, that their Lordſhips may take into their conſideration the conſequences that muſt reſult, ſhould their Lordſhips require the opinions of the Members of this Board to be ſtated ſeparately to them on ſubjects which may come under their conſideration, as they have done it in this inſtance; we are convinced that delay, inconvenience, and diſcordance, muſt inevitably ariſe. Some individuals may conceive that their opinions may have greater weight with their Lordſhips than others; and they may diſſent on various occaſions, with a view of having them ſtated ſeparately to their Lordſhips. This conduct might be purſued to ſuch an extent as, in our opinion, materially to affect the Public Service, by putting a ſtop to all freedom of diſcuſſion at the Board.

We are, Sir,
Your very obedient Servants,
A. S. Hamond.
H. Duncan.
J. Henſlow.
S. Gambier.

(Atteſted)
R. A. Nelſon.

William Marſden, Eſq.

No. 101.

Extract of a Letter from the NAVY BOARD to WILLIAM MARSDEN, Eſq.; dated 21ſt April 1804; on the ſubject of Shoaling the Shipwrights.

THEIR Lordſhips having again adverted to the mode of Shoaling the Shipwrights, we beg leave once more to repeat, that we greatly lament that we are ſo unfortunate as to differ in opinion from their Lordſhips on that ſubject.

We think it our duty to ſay, that having taken that matter again and again into our conſideration, we ſee no reaſon to alter the opinion we have before expreſſed; at

at the ſame time we deſire to aſſure their Lordſhips, that whenever they are pleaſed by their Order to us, to direct that the Shipwrights ſhall be ſhoaled upon the new Plan, they will find that we ſhall obey their commands upon that ſubject with all the promptneſs and alacrity in our power.

(Atteſted.)
R. A. Nelſon.

No. 102.

An Extract of a Letter to the Navy Board, dated 13th of May 1804, from WILLIAM MARSDEN, Eſq. Secretary to the Right honourable the Lords Commiſſioners of the Admiralty, ſo far as the ſame relates to the Shoaling of Shipwrights.

" WITH regard to Shoaling the Shipwrights, if arguments which have been " uncontroverted, and the practice of the Merchant Builders, can have no weight to " induce you to alter the preſent mode, the conſequences ſtated in Mr. Tucker's " Obſervations, from documents in your office, to have reſulted from the preſent " ſyſtem, fully prove the baneful and enervating effects produced thereby, and that " it is calculated to keep the Navy dependent on the Merchant Builders, who do not " poſſeſs one-quarter part of the ſtrength which is frittered away in the King's " Yards."

(Atteſted.)
R. A. Nelſon.

No. 103.

PROPOSAL of the Navy Board to introduce the Syſtem of employing Shipwrights by Taſk in building Ships.

Navy Office, 3d Feb^{y} 1775.

May it pleaſe your Lordſhips,

IT has long been a ſubject of conſideration with this Board, whether the building of new Ships in the King's Yards, and carrying on the works of thoſe which require conſiderable Repairs, might not be performed by Taſk, whereby thoſe works would not only be executed in much leſs time, (which in War is an object of the utmoſt importance) but a very great ſaving would ariſe therefrom to the Crown in point of expence.

For theſe reaſons, the introduction of that mode of work into His Majeſty's Yards, hath heretofore, though without ſucceſs, been at different times attempted; but in conſequence of your late deſire that we ſhould reſume the conſideration of the ſubject, we have attentively reviſed the Orders from your Lordſhips, enjoining us ſeriouſly to conſider of a mode for introducing Taſk-work, when it can be performed with ſafety and advantage, particularly for the Shipwrights on new works, and to obtain all the information we poſſibly could on this ſubject; we have alſo reviſed and conſidered the ſeveral Orders given by this Board at different times thereon, and have read the Reports and Opinions that have been made and given from time to time upon it, by the Officers of the reſpective Yards, particularly in 1756, copies of which we ſend you herewith.

Dep^{d}, 26 Aug. 1756.
Woolw^{h}, 21. —
Chat^{m}, 19. —
Sheern^{ss}, 20. —
Portſmo', 20. —
Plymo', 22. —

We have moreover examined into what has been done, at different times, towards executing ſuch a deſign, in conſequence of the ſaid Orders; and upon the whole, after the moſt mature conſideration, we are of the ſame opinion given by your Lordſhips to us, in your Order of the 10th November 1749, that the omiſſion hitherto of carrying ſuch a plan into execution, with reſpect to Shipwrights works, has not been from any particular inconvenience that occurred on the trials made, but rather for want of well-regulated plans being firſt formed, with proper Rules and Regulations for carrying them on, from the want of a ſufficient quantity of Timber in the Yards, and from an apprehenſion that the workmanſhip might not be well performed.

Having lately improved and extended ſuch Plans for carrying on parts of the works of Bricklayers, Sailmakers, Joiners, Houſe Carpenters, Labourers, and Scavelmen,

we find the practice to be very advantageous to His Majesty's Service, and to be of great benefit to the Workmen.

And the Surveyor of the Navy having now, with great care and pains, formed a Scheme or Plan for carrying on the Shipwrights works by Task, as well in the building of new Ships, as in considerable repairs, we have drawn up such Rules and Regulations as we conceive would be proper for carrying the said Plan into execution.

The difficulties and objections which have been made to this mode having at all times been nearly the same, such measures are concerted in the Plan and Regulations as seem to us the most likely to obviate and remove them. Besides the advantages proposed hereby to the King's Service, we have had it particularly in view, to give sufficient encouragement to the most able and active Workmen, and to take care at the same time that the others, who from hurts, infirmities, and length of service, may not be able to perform so good a day's work, may remain in the Yards on the present footing, by which means they will suffer no hardship by our employing the most able Men by Task-work; nor will it hinder the latter from increasing their earnings, and giving greater dispatch to the King's Service.

To avoid entering here into a particular detail, we have, for your Lordship's fuller information, subjoined at the end of this Letter an account of some of the most material advantages expected to result from it, to the King's Service, and the encouragement it carries with it to the Workmen, and herewith send a Draught of the Plan of Shipwrights Works, which we propose to be so performed by Task; and at the end of the Plan is the Draught of the Rules and Regulations intended to be sent therewith to the Officers of the respective Yards, for carrying the same effectually into execution.

If your Lordships should think proper to have trials made under the said Plan, Rules, and Regulations, to shew how far the end proposed may be answered, which in regard to the importance of the object, we are humbly of opinion, deserves to be tried, and the more especially as the Yards are now stocked with Timber, the want of which was formerly so material an objection, we beg leave to observe it would be best to begin with a Ship at Deptford, and with another at Woolwich, as those Yards are more immediately under our inspection, and the practice may be afterwards extended to the other Yards, in case the working by Task should be found to succeed; which is nevertheless humbly submitted by

Your Lordships
Obedient Servants,
H. P. J. W. G. M. J. B. W. P. R. T.

The Right honourable the Lords
Commissioners of the Admiralty.

Some of the principal Advantages expected to result from the Plan of employing the Shipwrights by Task, to the King's Service, and to the Workmen, are as follows; viz.

To the King's Service.

Much more may be done in less time, and at less charge than at present, under what we hope will prove effectual rules and security for its being as duly performed as at present. The current works on building and repairs of Ships, or upon extraordinary occasions, requiring an augmentation of His Majesty's Fleet, may hereby be reduced nearly to a certainty in point of time for performing the same, which at present is always slow, and uncertain. It will effectually put a stop to the clamour for a general increase of wages, as it will in effect an increase to the able and deserving Men, without increasing it to the unable. A general increase of wages in any other mode, it may be feared, would not have the same salutary effect for increasing the dispatch of work in the same degree. By this means, and the present orders for entering no aged and infirm Men, and the late extension of superannuation to worn-out Shipwrights, Caulkers, &c. it is expected the Yards will sooner be relieved from the burthen of the number of unserviceable as well as cleared of the lazy insufficient Men; the former it may be hoped will thereby, in time, be reduced to no more than the Royal Bounty of superannuation will provide for, and the latter will by this means become known, and the Yards be cleared of them. This measure will also operate greatly towards the cure of the evil complained of respecting Chips, for it will be

more

To the King's Service. more for a Man's advantage to work, than to miſpend his time merely in making Chips, or in pilfering, or in cutting up forbidden ſtuff for that purpoſe, ſince his increaſe of work will yield him more profit, and greater abundance of lawful Chips. It will alſo go a great way in correcting a variety of other evils and abuſes, which the utmoſt endeavours of this Board has never been able to effect.

To the able Workmen. The able good working Men will increaſe their earnings in proportion as they exert themſelves, and by being unmixed with the lazy, old, worn-out, unſerviceable or infirm, they will work for their own benefit only. The diſabled or infirm Men who have ſpent their prime of life in the Service, and have been continued on theſe conſiderations, may be continued in the Yards on the ſame footing as at preſent, on Day Pay, and employed only on ſuch works as they are equal to in the Maſthouſes, Boathouſes, and other in-door works; thus they will no longer be an hindrance to the able Men, increaſing their earnings by a greater diſpatch to the King's Works.

No. 104.

LETTER from the Lords of the Admiralty, approving the Syſtem of employing Shipwrights by Taſk, in building Ships.

Admiralty Office, 17th Feb. 1775.

Gentlemen,

HAVING taken into our conſideration your Memorial of the 3d inſtant, ſetting forth the advantages that may be expected to reſult, not only to the King's Service, but to the able and induſtrious Shipwrights in His Majeſty's Yards, from the employing them by Taſk in building new Ships, and carrying on the works of thoſe which require conſiderable repair, and propoſing that experiments may be made by ſetting up and building by Taſk-work, one Ship at Deptford, and another at Woolwich, according to the Plan, and ſubject to the Rules and Regulations which are encloſed in your ſaid Memorial; and having alſo maturely conſidered what paſſed upon the ſubject at your late attendance at this office, and particularly the extending the experiment to the ſetting up and building a Ship by Taſk-work in each of His Majeſty's other Dock Yards we are of opinion, the employing the Shipwrights in His Majeſty's Yards by Taſk will be an advantage to the Public, and an encouragement to the able and induſtrious Artificers, and we therefore deſire and direct you to cauſe a Ship to be ſet up, and built in each of His Majeſty's Dock Yards by Taſk-work, according to the Plan, and ſubject to the Rules and Regulations before-mentioned, reporting to us from time to time how you find the experiments to anſwer; and you are to prepare and tranſmit to us, for our approbation, Draughts by which you propoſe to build the ſaid Ships, with Eſtimates, in due form, of the expence thereof.

We are,

Your affectionate Friends,

Sandwich.
J. Buller.
Palmerſton.
C. Spencer.
Liſburne.
H. Penton.

Navy Board.

No. 105.

LETTER from the Navy Board, reſpecting the Syſtem of employing the Shipwrights by Taſk in building Ships.

20th February 1775.

Sir,

THE Right honourable the Lords Commiſſioners of the Admiralty having been pleaſed by their Order of the 17th inſtant, to direct that the Scheme for employing the Shipwrights in His Majeſty's Yards by Taſk-work, ſhould be tried by building a Ship in each Yard, and to lay Plans and Eſtimates before their Lordſhips

Lordſhips for that purpoſe, we deſire you will pleaſe to acquaint their Lordſhips, that there are no ſlips vacant at preſent; but, as we are under orders for ſetting up a Ship at each Yard, Plans and Eſtimates of which we have already laid before their Lordſhips, we propoſe to begin them by Taſk as a ſlip at each Yard may become vacant. In the interim, that no time may be loſt, we beg leave to propoſe that one or more of the Ships now building at each Yard may be finiſhed by Taſk, to enable us ſooner to report to their Lordſhips how this method ſhall be found to anſwer.

We are, &c.

Philip Stephens, Eſq.

H. P.
J. W.
G. M.

No. 106.

LETTER from the Admiralty, reſpecting the Syſtem of employing Shipwrights by Taſk in building Ships.

Admiralty Office, 24th Feb. 1775.

Gentlemen,

WHEREAS you have acquainted us by your Letter of the 20th inſtant, that at preſent there are no vacant ſlips for ſetting up the Ships mentioned in our Order of the 17th inſtant, intended to be built by Taſk-work, and have propoſed, as no time may be loſt, that one or more of the Ships now building at each Yard may be finiſhed by Taſk, to enable you ſooner to report how this method ſhall be found to anſwer: We do hereby ſignify to you our approval of what you have propoſed, and deſire and direct you to give orders accordingly.

We are, &c.

Sandwich.
J. Buller.
C. Spencer.

Navy Board.

No. 107.

WARRANT eſtabliſhing the TASK SCHEME.

By, &c.

IT being an object of the greateſt importance in carrying on the buildings, and great repairs of His Majeſty's Ships, not only to leſſen the time for completing them, but to reduce it to a greater certainty, more eſpecially in War; and as it will likewiſe be a great advantage to ſecure to the Public the full benefit of the earnings of the Workmen, which cannot be obtained ſo effectually as by working them by Taſk, the Right honourable Lords Commiſſioners of the Admiralty have long had this matter under their conſideration, and frequently recommended the introduction of this method of working into the King's Yards; and their Lordſhips having lately been pleaſed to repeat to us their recommendation to conſider this ſubject, we have very attentively reviſed the ſeveral Orders heretofore given upon it, particularly thoſe given in the years 1749 and 1756, together with the Reports and Opinions we had received from the Officers of His Majeſty's Yards thereupon, that we might judge whether the objections made to this plan were greater than the advantages which promiſed to attend it; and having very ſeriouſly deliberated upon the matter, it appears to us that the trials which have heretofore been made of working the Shipwrights by Taſk were partial, without method, and without a ſufficient quantity of Timber in the Yards to extend it, in order to form a judgment of its good effects; and that (though no other inconveniences appear to have occurred upon theſe trials) from the want of a regular Plan previouſly laid down for carrying it into execution, with mutual benefit to the Public and to the Workmen, they were not inclined to it, and an opinion alſo prevailed that the workmanſhip might not be ſo well performed by Taſk.

From a deſire to correſpond with the views of their Lordſhips in promoting His Majeſty's Service in a matter which appears to afford a proſpect of being attended with conſiderable advantages, if carried into execution with proper ſecurities for the goodneſs

goodneſs of the Workmanſhip, and experiencing the good effects of employing the other Artificers in His Majeſty's Yards by Taſk, at fixed rates, ſo far as to improve and extend the Plans. We have endeavoured to obviate the objections that appear heretofore to have obſtructed the proſecution of the ſame for Shipwrights works; for which purpoſe a Plan has with great care and pains been formed, and digeſted by the Surveyor, as well for building Ships as performing great repairs, and referred to the conſideration of the reſpective Officers of His Majeſty's Yards, to report to us the number of Men for one day, which, in their opinion, ſhould be allowed for completing each head or article therein contained.

Having received theſe Reports, and duly reviſed and conſidered them, we have fixed upon one uniform price or ſettled rate, for performing each article of work by a certain number of Men, for a Ship of every claſs, and laid the ſame before the Right honourable Lords Commiſſioners of the Admiralty, propoſing trials ſhould be made thereof; and their Lordſhips having been pleaſed to approve our propoſition, we ſend you herewith the Plan we have thought proper to be obſerved for executing the ſame, with the following Inſtructions, wherein we have had it particularly in view to remove the difficulties and objections that have hitherto been made to this method of working, in cauſing the intereſts of the Public and the Workmen to coincide, by giving encouragement to the able and active; and have taken care at the ſame time that the others, who from hurts, infirmities, and length of ſervice, may not be able to perform ſo good a day's work, may remain in the Yards on the preſent footing, by which means they will ſuffer no hardſhip, nor be an hindrance to the able Men encreaſing their earnings, and giving greater diſpatch to the King's Service by working by Taſk: And as the America building in your Yard is in her frame, and the time for ſeaſoning expired, and the works finiſhed ſo far as the 5th Article in the Plan; and the Culloden ſo far as the 8th Article;——

WE do hereby direct and require you to perform the remainder of their works by Taſk, agreeable to the ſeveral diviſions of workmanſhip in the ſaid Plan, and to begin the ſame the 1ſt of next month. In the courſe of this kind of work you are always to report to us at the finiſhing of each article, the number of Men for a day who have been ſo employed thereon, with the amount of their earnings per Man; and ſtrictly to obſerve the following

RULES AND REGULATIONS.

Article 1ſt. It being neceſſary to new-Shoal the Shipwrights, and form the moſt able of them into Gangs, not exceeding 20 in each Gang, including the Quarterman and number of Servants hereafter-mentioned to be employed in each, and in doing thereof to give the preference of the Taſk Gangs to the ſenior Quartermen, provided they are healthy and able, and there is no objection to them; and the Shipwrights at your Yard having been lately Shoaled according to this method, in the preſence of the Board, you are to enter and continue them on your books agreeable thereto; and the ſeveral Meaſurers, Timber Taſters, Converters, Plug-keepers, Maſter of the Horſe, &c. being excluded from the Taſk Gangs, they are to be called Single-ſtationed-Men, and their wages charged on converſion. A Liſt of all thoſe coming under this deſcription is inſerted at the end of this Warrant. The ſeveral Gangs that may be put on Taſk-work at the ſame time, are to be taken in their turns, according to the running numbers as they ſtand on the books. Thoſe Shipwrights who from age, long ſervice, and hurts received in His Majeſty's Service, have the misfortune to be rendered incapable of performing the day's work of an able Man, are therefore put into Day Gangs, or placed in the Maſt-houſe, Boat-houſe, Capſtan-houſe, &c. and are to be formed into Gangs of twenty each, including the Quarterman and Servants, and thoſe Day Gangs are to be employed on the other works of the Yard, taking care that no Day Gang, or number of Men and Servants who are placed in the Maſt, Boat, or Capſtan-houſes, &c. have more than one Quarterman to every twenty Men and Servants, himſelf included in that number.

Article 2d. The Officers Servants who have ſerved at leaſt one year, and work at their tools, are to be divided amongſt the Taſk Gangs; the Quartermen's own Servants may be included, although they may not have ſerved a year, provided they work at their tools; and no Servants belonging to Taſk-Gangs are to be taken off from them during their working Taſk upon any pretence whatever; and there is not to be more than four Servants to each Gang; and the reſt are to be divided to the other Gangs that are not Taſk-workers, with the Ship-Carpenters Servants, obſerv-

ing that there is to be no more than one Servant to a Builder or his Aſſiſtant in any one Gang.

Article 3d. You are to allow the Foreman of the Yard, and Quartermen of Shipwrights, two tides per day, which is to be ſet off in the Yard-books in addition to their preſent wages, independent of the Men's earnings when their Gangs are employed on Taſk-work; and you are to make the ſame allowance, and in like manner, to the Foremen and Quartermen of the Caulkers, whenever their Men may be ordered to work more than ſingle day's work by ſtint; and this allowance to the Foremen and Quartermen is to exclude them from any other extra wages whatever, whilſt the Men are ſo employed on Taſk-work, obſerving, that in the Yards where there are two Foremen, only one of them at a time, by turns, is to have the above allowance when half the Taſk-Gangs, or a leſs number, are upon Taſk-work; and when more than half are ſo employed, they are both to have that allowance.

Article 4th. The Servants employed on Taſk-work are to have the uſual proportion of earnings according to their times of ſervice.

Article 5th. You are ſtrictly to attend to and ſee that the works are performed in all reſpects the ſame as at preſent; that is to ſay, in a ſubſtantial workmanlike manner, as you will anſwer the contrary, you being reſponſible for the whole. The Foremen are to be accountable for the Quartermen doing their duty, and they are all to be anſwerable for the ſufficiency of the workmanſhip, particularly for the well driving of the Treenails and Bolts, and well faying the work, and for the goodneſs of the materials: and each Quarterman is to keep ſuch an account (as is now the practice of ſome good Quartermen) of the work performed by their reſpective Men, ſo as to be able to point out any Man whoſe work may on your inſpection, be found defective; and for want of ſuch account being kept by them, in caſe any work ſhould be found to be improperly or ſlightly performed, it ſhall be deemed to be their neglect or inattention, and ſuch Quartermen you are immediately to diſcharge, and acquaint us therewith, that their names may be ſent to the other Yards, and never to be employed again in any of them. The form of the Quartermen's Cheque Books is to be approved of by the Maſter Shipwright, which he and his Aſſiſtants are to inſpect as often as they may think neceſſary. The Carpenters of the reſpective Ships are alſo to pay ſtrict attention to the Workmen and materials, according to the Board's ſtanding Order of the 20th July 1740, on this head. And if any Shipwright ſhall be diſcovered to ſlight his work, or not perform it in a workmanlike manner, he ſhall be forthwith diſcharged, and never entered again in His Majeſty's Service; and even on his being detected in attempting to perform any work contrary to the directions of his Officer overſeeing the work, he ſhall be forthwith diſcharged. And for the greater regularity in carrying on the New Works by Taſk, agreeable to the Plan, and as a further ſecurity for the well performance of the ſame, you are to obſerve that the Workmen are never to begin the work on any other article before the preceding one is finiſhed, as far as can be, and has been ſurveyed, and the work approved of by the Maſter Shipwright and his Aſſiſtants, who are hereby ſtrictly charged to ſurvey each Article when ſo finiſhed, and to report to us under their hands that they have made ſuch ſurvey, and that the works thereof are well performed, by inſerting on the back of that week's Progreſs the following Certificate, which is to be ſigned by the Maſter Shipwright and his Aſſiſtants:

> Theſe are to certify, That His Majeſty's Ship the ———— building in this Yard, is completed to the ———— Article of the Taſk Scheme, which is well performed in a workmanlike, ſubſtantial manner, and all the parts of the ſaid Article are well fayed and faſtened. And we do further certify, that the Carpenter of the ſaid Ship has diligently attended his duty.
>
> And the Carpenter is to ſign a like Certificate, leaving out the words underlined.

Article 6th. Upon complaint either from the Foreman or Quarterman, or the Men of a Gang, againſt any Man for being idle, or for being an inſufficient Workman, which ſhall be found by the Maſter Shipwright to be well grounded, ſuch are to be immediately diſcharged the Yard, it being our intention that Men ſo objected to ſhall on no pretence be put into Day Gangs. In caſe any Man during the time he may be employed on Taſk-work, ſhould, from ſickneſs or hurts, have the misfortune

to

to be rendered unable to perform his full ſhare of the ſaid work, he may, provided he comes to his call, and the reſt of the Gang conſent to it, have the benefit of the Taſk until the Article is completed they were employed on, when his inability to perform his part happened.

Article 7th. Upon a vacancy in any of the Taſk Gangs, ſuch able Men who have ſerved their Apprenticeſhip in your Yard are to have the preference of being entered in ſuch Gangs, to any other who may be occaſionally entered in the Yard, but not to be filled up out of the Men compoſing the preſent Day or Houſe Gangs; and on a vacancy for a Quarterman to a Taſk Gang, it is to be ſupplied by the ſenior Quarterman of the Day Gangs, if he is in health, and fit for it.

Article 8th. To the end that the encouragement intended to be given to the able and willing Workmen may be diſtributed to them as equally as poſſible, you are to employ all the Taſk Gangs by turns on Taſk-works, as nearly as may be, within each year, ſo as to preſerve an equality in their earnings ('till this mode of working ſhall become ſo general as to admit of employing greater numbers of them); and ſuch of them as are not employed on works by Taſk are to be on the ſame footing, in all reſpects, as at preſent; that is to ſay, they are to work Extra when the Service may require it.

Article 9th. The Shipwright Caulkers have been ſhoaled together in Day Gangs, in order that they may, when wanted, be employed on Caulking; and you are to obſerve the ſtanding Order of 25th May 1737, reſpecting the Servants to the Carpenters of Ships.

Article 10th. And in order that the Crown, as well as the Workmen, may be benefited by the method of working by Taſk, you are to take care as ſoon as they have completed one Article, to ſet them forthwith to work again.

Article 11th. All the Men employed on Taſk-work are to be ſubject to Muſters, Cheques, and Mulcts, in the ſame manner as they are now, and on no pretence whatever to be permitted to go out of the gate within the working hours; and always to be the firſt called on coming, and the laſt on leaving work.

Article 12th. The Shipwrights who may be employed on Taſk are never to be permitted to go to their work before, or remain at it after, the common working hours of the Yard, except when we ſee it neceſſary to order it.

Article 13th. That the Shipwrights may be better able to perform their work without loſs of time from wet weather, you are to allow them as many light moveable Sheds for ſhelter to work under as may be wanted, to be placed from time to time in ſuch parts of the Yard as the Maſter Shipwrights may direct; and for this purpoſe, you are conſtantly to keep a ſufficient ſtock of Roofs of ſuch light Sheds as you may foreſee the want of for this uſe; and you are alſo to keep a ſufficient number for covering converted Timber, and any Frames or other parts of new Ships, that may be prepared before the Ships are cleared to ſet them up.

Article 14th. When the Maſter Shipwright is removed from one Yard to another, and takes with him the perſon he may employ under him in carrying on new works, he is immediately to be appointed a Quarterman in the Yard he is removed to, provided he has been at leaſt two years out of his time, and to have one of the Taſk Gangs, which is to conſiſt of himſelf, another Quarterman, fifteen working Men, and four Servants, making together twenty-one Men and Servants: ſuch other Quarterman is to be one of the ſupernumerary Quartermen, whilſt you have any ſuch, and when you have none ſuch, ſome other eſtabliſhed Quarterman, who, as well as the perſon employed overſeeing the new Works, is to be allowed two tides a day when one-third of the number of Taſk Gangs work by Taſk on new works only, although his own Gang may not work Taſk.

Article 15th. And as there are now in your Yard more Quartermen than there are Gangs of Men, they are to be appointed according to their ſeniority (after the perſon for carrying on New Works is promoted) to Gangs that may become vacant, before any new Quartermen are made; and until ſuch vacancies happen, they are to have the care of any Gangs whoſe Quarterman may be ſick, or abſent on any other Service by our order.

Article

Article 16th. As ſoon as you have completed the Shoaling according to the foregoing directions, you are to ſend us a complete Liſt of the whole, and at the end thereof an Abſtract, according to the Form on the other ſide.

For, &c. 23d March 1775.

H. P J. W. G. M. R. T.

Reſpective Officers, Deptford.

Number of Gangs.	Total Number borne, 639; diſpoſed of as follows: EXAMPLE. Suppoſe	Maſters.	Quartermen.	Shipwrights.	Servants.	Total.
20	Taſk Gangs - - - - - - -	- -	21	300	80	401
2	Day Gangs of Shipwright Caulkers - - - - - -	- -	2	14	12	28
3	Other Day Gangs - - - - -	- -	3	42	15	60
3	In the Maſt-houſe - - - - -	1	3	42	15	61
2	In the Boat-houſe - - - - -	1	2	28	10	41
1	Capſtan-houſe, Top-houſe, &c. -	- -	1	15	4	20
31						
	Single-ſtationed Men - - - - -	- -	- -	24	- -	24
	Supernumerary Quartermen to be employed as directed, 'till Gangs become vacant for them	- -	4	- -	- -	4
	Total - - -	2	36	465	136	639

An ACCOUNT of thoſe Shipwrights who are to be on the Liſt of Single-ſtationed Men, referred to in the firſt Article; viz.

Foremen of the Yard,
D° on Float,
Plug-keeper (where one is allowed)
Timber Meaſurers,
Sawyer's Meaſurers,
Converter,
Maſter of the Horſe,
In the Treenail Houſe, where the Mooting is not performed by Contract.
Cabin Keepers,
Slab Yard,
Solid Maker,
Modellers, when any are ſo employed by the Board's Order; and in that caſe they are to be rewarded as the Board directs.
Timber Taſters,
Pump Houſe,
Deputy Purveyor, Ports° & Ply° only.
Deal Yard, Depſd Ports° & Ply°.
Men lent, when any are ſo by Board's Order.

The like to Woolh. Chm. Ports°. & Ply°. Dated and ſigned, with the Alterations in Red, as above.

Where the Ships are mentioned to be in Frame; viz.

To Woolwich,	Bedford,	16th Article,
	Ruby,	5th.
Chatham,	Formidable,	5th.
Sheerneſs,	Atalanta,	5th.
Portſmouth,	Lion & Sphinx,	5th.
Plymouth,	Duke,	5th. (Six Gangs to be employed on her)
	Glory,	1ſt.

Portſmouth, Plymouth. } And to begin the ſame as ſoon after the expiration of the preſent Quarter as poſſible.

Article 1ſt. to Ports° & Ply° inſtead of the foregoing. } You are to New-Shoal the Shipwrights, and form the moſt able of them into Gangs, not exceeding twenty in each Gang, including the Quarterman and number of Servants, as hereafter mentioned, to be employed in each; and you are to give the preference of the Taſk Gangs to the ſenior Quartermen, provided they are healthy and able, and there is no objection to them; and the ſeveral Meaſurers, Timber-taſters, Converters, Plug-keepers, Maſter of the Horſe, &c. being excluded from the Taſk Gangs, they are to be called *Single-ſtationed Men*, and are not to be Shoaled into any Gangs, but to ſtand together in the Books under the title of Single-ſtationed Men, and their wages charged on converſion; a Liſt of all thoſe coming under this deſcription is inſerted at the end of this Warrant.

The ſeveral Gangs that may be put on Taſk-work at the ſame time, are to be taken in their turns according to the running numbers as they ſtand on the books. Thoſe Shipwrights who from age, long ſervice, and hurts received in His Majeſty's Service, have the misfortune to be rendered incapable of performing the day's work of an able Man, are therefore to be put into Day Gangs, or placed in the Maſt-houſe, Boat-houſe, Capſtan-houſe, &c. and are to be formed into Gangs of twenty each, including the Quarterman and Servants; and thoſe Day Gangs are to be employed on the other works of the Yard, taking care that no Day Gang, or number of Men and Servants who are placed in the Maſt, Boat, or Capſtan-houſes, &c. have more than one Quarterman to every twenty Men and Servants, himſelf included in that number.

Article 2d. The Officers Servants who have ſerved at leaſt one year, and work at their tools, are to be divided amongſt the Taſk Gangs. The Quarterman's own Servants may be included, although they may not have ſerved a year, provided they work at their tools; and no Servants belonging to Taſk Gangs are to be taken off from them, during their working Taſk, upon any pretence whatever; and there is not to be more than four or five Servants to each Gang; the reſt are to be divided to the other Gangs that are not Taſk-workers, with the Ship Carpenter's Servants, obſerving that there is to be no more than one Servant to a Builder or his Aſſiſtant in any one Gang. to Ships Ports & Plym°.

Article 9th. The Shipwright Caulkers that the Quartermen may not chooſe into Taſk Gangs, are to be ſhoaled together into Day Gangs, in order that they may, when wanted, be employed on caulking; and you are to obſerve the ſtanding Order of 25th May 1737, reſpecting the Servants to the Carpenters of Ships. to Ports° & Plym° only.

Article 15th. And as there may be in your Yard more Quartermen than there are Gangs of Men, they are to be appointed according to their ſeniority (after the Perſon for carrying on new works is promoted) to Gangs that may become vacant, before any new Quartermen are made; and until ſuch vacancies happen, they are to have the care of any Gangs whoſe Quartermen may be ſick, or abſent on any other Service by our Order. to Ports° & Plym° only.

Article 16th. When you have completed the Shoaling according to the foregoing directions, you are to ſend us a complete Liſt of the whole; and at the end thereof an Abſtract, according to the Form on the other ſide. to Ports° and Plym°.

ARTICLE.		Guns - -	100.	90.	80.
		Tons - -	2,164.	1,931.	1,61
		Price per Ton.	£. 3. 1. 0.	3. 1. 0	3. 1
1ſt. To trim, ſcarph, and put together the keel, ſtem, ſtern frame, deadwood, and floor timbers; croſs, raiſe and bolt the ſame; get up the harpins and ribband at the floor ſirmark, and faſten and ſhore the ſame.		N.O.	330. 14. 0	293. 18. 0	232. 1
		D.	2,667 266. 14. 0	2,351 235. 2. 0	1,814 181. 8
		W.	3,246 317. 16. 9	2,897 281. 18. 0½	2,430 237. 18
			336. 4. 0	298. 16. 0	236. 9
		C.	3,127 306. 3. 8½	2,946 288. 9. 3	2,509 245. 13
		Po.	2,504 260. 16. 8	2,307 240. 6. 3	1,918 199. 15.
		P.	5,008 521. 13. 4	4,384 456. 13. 4	4,032 420. 0
		S.	3,830 383. 0. 0	3,249 324. 18. 0	2,577 257. 14
2d. To trim and put together the frame bends with dry plank or board (as may be directed) between them, bolt and raiſe the ſame, and bolt the reſpective floors and firſt futtocks together; croſspawl and ſet the frame to rights; trim and get up all the falſe harpins and ribbands at the ſeveral ſirmarks, and properly ſhore the frame.		N.O.	595. 5. 0	529. 1. 0	440. 14
		D.	6,206 620. 12. 0	5,500 550. 0. 0	4,728 472. 16
		W.	5,681 556. 5. 3	5,069 496. 6. 9½	4,239 415. 1
		C.	5,365 525. 6. 3½	4,969 486. 1. 0	4,681 458. 6
			605. 3. 0	537. 17. 0	448. 0.
		Po.	4,115 428. 12. 11	3,875 403. 12. 11	3,660 381. 5
		P.	16,592 1,728. 6. 8	14,528 1,513. 6. 8	11,920 1,241. 13
		S.	3,830 383. 0. 0	3,249 324. 18. 0	2,577 257. 14
3d. To trim, get up, and faſten all the filling timbers, hawſe pieces, bollard timbers, ſide and counter timbers of the ſtern that make the counter ports and ward-room lights, ſhort timbers over the ports, and thoſe that make the ſides of gallery doors; the two counter rails; and entirely to complete the frame.		N.O.	413. 7. 0	367. 8. 0	281. 11
		D.	3,651 365. 2. 0.	3,380 338. 0. 0	2,572 257. 4
		W.	3,787 372. 9. 6	3,379 330. 17. 2	2,826 276. 14
		C.	3,683 361. 2. 4	3,451 337. 17. 0	3,101 303. 11
			420. 4. 0	373. 10. 0	286. 4
		Po.	3,342 348. 2. 6	2,867 298. 12. 11	2,398 249. 15
		P.	13,776 1,455. 0. 0	12,964 1,256. 13. 4	9,888 1,030. 0
		S.	4,526 452. 12. 0	3,840 384. 0. 0	3,045 3 4. 10
4th. To dub the frame fair within and without board, to its ſcantlings; to chock the frame, trim, let down, and bolt the keelſon; and to let out the portcills of the lower deck.		N.O.	314. 3. 0	279. 4. 0	269. 6
		D.	3,643 364. 6. 0	3,290 329. 0. 0	2,844 284. 8
		W.	2,976 297. 8. 0	2,660 259. 8. 4	2,228 218. 3
			319. 7. 0	283. 17. 0	273. 10
		C.	3,272 320. 3. 8	3,014 295. 2. 5	2,649 259. 7
		Po.	2,465 256. 15. 5	2,140 222. 18. 4	1,937 201. 15
		P.	6,304 656. 13. 4	5,520 575. 0. 0	4,512 470. 0
		S.	3,134	2,658	2,108

74.	64.	60.	50.	44.	32.	28.	20.	Sloop.
1,020.	1,369.	1,285.	1,044.	879.	678.	594.	429.	300.
2 14. 0	2. 14. 0	2. 13. 0	2. 12. 0	2. 9. 0	2. 8. 0	2. 7. 6	2. 7. 0	2. 5. 6
7. 11. 0	169. 5. 0	151. 8. 0	117. 2. 0	98. 4. 0	93. 6. 0	86. 9. 0	60. 17. 0	39. 7. 0
1,673½	1,639½	1,376	1,184	984	858	858	645	506
167. 7. 0	163. 19. 0	137. 12. 0	118. 8. 0	98. 8. 0	85. 16. 0	85. 16. 0	64. 10. 0	50. 12. 0
2,430	2,054	1,851	1,566	1,319	1,026	890	644	450
237. 18. 9	201. 2. 5	180. 4. 10	153. 6. 9	129. 3. 0	100. 10. 3	86. 2. 11	63. 1. 2	44. 1. 3
18. 12. 0	173. 8. 0	161. 9. 0	126. 10. 0	105. 7. 0	99. 7. 0	91. 7. 0	64. 4. 0	42. 5. 0
2,483	2,135	1,958	1,673	1,409	1,207	1,407	726	528
243. 2. 6	209. 2. 0	191. 14. 5	163. 16. 3	137. 19. 3	118. 3. 8	102. 10. 4	71. 1. 9	51. 14. 0
1,902	1,634	1,384	1,191	1,014	869	762	548	364
186. 0. 6	170. 4. 2	144. 3. 4	124. 1. 3	105. 12. 6	90. 10. 5	79. 7. 6	57. 1. 8	37. 18. 4
3,920	3,184	2,720	2,000	1,440	928	800	560	366
383. 6. 8	331. 13. 4	283. 6. 8	208. 6. 8	150. 0. 0	96. 13. 4	83. 6. 8	58. 6. 8	38. 2. 6
2,514	1,993	1,678	1,320	1,030	889	831	511	398
245. 8. 0	199. 6. 0	167. 16. 0	132. 0. 0	103. 0. 0	88. 18. 0	83. 2. 0	51. 2. 0	39. 16. 0
3. 18. 0	357. 5. 0	320. 3. 0	254. 6. 0	213. 5. 0	172. 13. 0	159. 18. 0	112. 11. 0	72. 16. 0
4,700	4,568½	3,968	3,407	2,495	1,880	1,406	1,100	871
0. 0. 0.	456. 17. 0	396. 16. 0	340. 14. 0	249. 10. 0	188. 0. 0	140. 12. 0	110. 0. 0	87. 2. 0
3,947	3,251	2,931	2,479	2,087	1,568	1,186	858	600
375. 13. 8	318. 6. 6½	284. 18. 2	242. 14. 9	204. 7. 0	133. 19. 0	116. 2. 7	84. 0. 3	58. 15. 0
4,028	3,604	3,348	2,925	2,455	1,975	1,613	1,188	803
400. 5. 8	352. 17. 10	327. 16. 6	286. 8. 0	240. 7. 8½	193. 7. 8	157. 18. 9	116. 6. 6	78. 12. 6½
51. 4. 0	367. 0. 0	336. 8. 0	269. 8. 0	224. 17. 0	181. 8. 0	167. 8. 0	119. 0. 0	78. 10. 0
3,572	2,422	2,240	2,125	1,812	1,443	1,282	802	576
372. 1. 8	252. 5. 10	233. 6. 8	221. 7. 1	188. 15. 0	150. 6. 3	133. 10. 10	83. 10. 10	60. 0. 0
11,565	9,392	8,016	6,048	4,224	2,704	2,336	1,648	1,082
1,203. 0. 0	978. 6. 8	835. 6. 8	630. 0. 0	440. 0. 0	281. 13. 4	243. 6. 8	171. 13. 4	112. 14. 2
2,514	1,993	1,678	1,320	1,030	889	831	511	398
251. 8. 0	199. 6. 0	167. 16. 0	132. 0. 0	103. 0. 0	88. 19. 0	83. 2. 0	51. 2. 0	39. 16. 0
296. 14. 0	222. 9. 0	199. 0. 0	167. 6. 0	140. 6. 6	107. 6. 0	99. 8. 0	69. 19. 0	45. 5. 0
2,210½	2,205	2,024	1,982	1,728	1,447	1,000	750	581
221. 0. 6	220. 10. 0	202. 8. 0	198. 4. 0	172. 16. 0	144. 14. 0	100. 0. 0	75. 0. 0	58. 2. 0
2,430	2,054	1,851	1,566	1,319	940	815	590	413
237. 18. 9	201. 2 5.	180. 4. 10	153. 6. 9	129. 3. 0	92. 0. 10	79. 16. 0	57. 15. 5	48. 8 9
2,465	2,045	1,817	1,509	1,262	1,060	834	578	395
241. 7. 3	200. 4. 4	177. 18. 8	147. 15. 0	123. 11. 5	103. 15. 10	81. 13. 3	56. 11. 11	38. 13. 6
81. 18. 0	226. 14. 0	209. 19. 0	177. 14. 0	148. 6. 0	113. 12. 0	104. 12. 0	74. 10. 0	49. 6. 0
2,336	2,000	1,729	1,611	1,127	899	759	480	317
243. 6. 8	208. 6. 8	180. 2. 1	167. 16. 3	177. 7. 11	93. 12. 11	79. 1. 3	50. 0. 0	33. 0. 5
9,803	7,968	6,800	5,136	3,584	2,288	1,968	1,392	923
921. 13. 4	830. 0. 0	708. 6. 8	535. 0. 0	373. 6. 8	238. 6. 8	205. 0. 0	145. 0. 0	96. 2. 11
2,971	2,356	1,983	1,560	1,218	1,024	956	581	441
297. 2. 0	235. 12. 0	198. 6. 0	156. 0. 0	121. 16. 0	102. 8. 0	95. 12. 0	58. 2. 0	44. 2. 0
261. 11. 0	217. 13. 0	194. 14. 0	130. 10. 0	109. 9. 0	93. 6. 0	86. 10. 0	60. 18. 0	39. 7. 0
2,682	1,619	1,579	910	881	780	706	610	462
268. 4. 0	161. 18. 0	157. 18. 0	91. 0. 0	88. 2. 0	78. 0. 0	70. 12. 0	61. 0. 0	46. 4. 0
2,228	1,882	1,697	1,436	1,208	855	741	536	375
218. 3. 2	184. 5. 7	165. 16. 3	140. 12. 2	115. 5. 8	83. 14. 4	72. 11. 1	52. 3. 8	36. 14. 4
275. 13. 0	229. 15. 0	208. 12. 0	143. 4. 0	118. 17. 0	99. 6. 0	91. 8. 0	65. 5. 0	43. 6. 0
2,331	2,083	1,959	1,723	1,491	1,282	1,099	830	567
280. 3. 10	203. 19. 2	191. 16. 4	168. 14. 0	145. 18. 10	125. 10. 7	107. 12. 2½	81. 5. 5	54. 10. 4
1,905	1,643	1,476	1,328	911	716	639	505	318
198. 8. 9	171. 2. 11	153. 15. 0	138. 6. 8	94. 17. 11	74. 11. 8	66. 11. 3	52. 12. 1	33. 2. 6
4,368	3,552	3,024	2,272	1,584	1,008	864	608	503
455. 0. 0	370. 0. 0	315. 0. 0	236. 13. 4	165. 0. 0	105. 0. 0	90. 0. 0	63. 6. 8	52. 7. 11
2,057	1,631	1,373	1,080	843	666	608	362	301
205. 14. 0	163. 2. 0	137. 6. 0	108. 0. 0	84. 6. 0	66. 12. 0	60. 16. 0	36. 4. 0	30. 2. 0

ARTICLE.		Guns - -	100.	90.	80.
		Tons - -	2,164.	1,931.	1,615.
5th. To trim, get about, and faſten the main wales, and thickſtuff above and below them.		N.O.	324. 12. 0	289. 13. 0	242. 5.
		D.	3,240 324. 0. 0	2,900 290. 0. 0	2,400 240. 0.
		W.	2,795 273. 13. 6	2,494 243. 12. 5	2,052 204. 16.
		C.	3,118 305. 6. 1	2,699 264. 5. 6	2,240 219. 6
			330. 0. 0	294. 9. 0	246. 5.
		Po.	3,159 329. 1. 3	2,751 286. 11. 3	1,932 201. 5.
		P.	4,032 420. 0. 0	3,536 368. 6. 8	2,880 300. 0.
		S.	4,178 417. 16. 0	3,545 354. 10. 0	2,811 281. 2.
6th. To complete all the planking of the bottom, and faſten the ſame with ſuch faſtenings as are requiſite.		N.O.	389. 10. 0	347. 11. 0	290. 14
		D.	3,524 352. 8. 0	3,010 301. 0. 0	2,168 216. 16
		W.	4,058 397. 6. 11	3,620 354. 9. 2	3,038 297. 9
			395. 19. 0	353. 6. 0	295. 11
		C.	4,625 452. 17. 3	3,708 363. 1. 6	2,998 293. 11
		Po.	4,812 501. 5. 0	4,140 431. 5. 0	2,931 305. 6
		P.	5,632 586. 13. 4	4,928 513. 6. 8	4,032 420. 0
		S.	5,549 554. 18. 0	4,711 471. 2. 0	3,739 373. 18
7th. To trim, get about, and faſten orlop clamps; trim and ſcarph the beams, and bolt them; cut to a length, get on board, and let them down on the clamps; trim, fay, and bolt all the lodging knees, and pillar the beams.		N.O.	136. 6. 0	121. 13. 0	101. 14
		D.	1,231 123. 2. 0	1,141 114. 2. 0	986 98. 12
		W.	1,443 141. 5. 10	1,287 126. 6. 4	1,080 105. 15
			152. 16. 0	136. 18. 0	115. 11
		C.	1,381 235. 3. 5	1,305 127. 15. 7	1,132 110. 16.
		Po.	1,404 146. 5. 0	1,208 125. 16. 8	992 103. 6
		P.	2,720 283. 6. 8	2,384 248. 6. 8	1,952 203. 6
		S.	2,785 278. 10. 0	2,363 236. 6. 0	1,874 187. 8
8th. To trim, get about, and faſten gun-deck clamps, and ſtrake on the ends of orlop beams; trim and ſcarph the beams, and bolt them; cut them to a length, get on board, and let them down on the clamps; trim, fay, and faſten the hanging and lodging knees and ſtandard knees to orlop beams, ſet them fair, and pillar them where neceſſary.		N.O.	285. 12. 0	254. 17. 0	213. 3
		D.	2,610 261. 0. 0	2,389 238. 18. 0	2,128 212. 16
		W.	3,246 317. 16. 9	2,897 283. 13. 3	2,430 237. 13.
		C.	3,553 347. 18. 0	3,094 302. 19. 1	2,584 253. 0.
			291. 0. 0	259. 11. 0	239. 4
		Po.	3,293 [illegible] 5	2,952 [illegible]	2,46[illegible]
		P.	5,632 586. 13. 4	4,928 513. 6. 8	4,032 420. 0.
		S.	5,571 557. 2. 0	4,726 472. 12. 0	3,748 374. 16.

74.	64.	60.	50.	44.	32.	28.	20.	Sloop.
1,620.	1,360.	1,285.	1,044.	879.	678.	594.	429.	390.
[illegible]	883. 3. 0	863. 14. 0	[illegible]	98. 17. 0	62. [illegible]	[illegible]	[illegible]	[illegible]
2,346	1,738	1,467	1,265	1,040	515	545	378	286
[illegible]	373. 16. 0	[illegible]	[illegible]	104. 0. 0	51. 10. 0	54. [illegible]	[illegible]	28. 12. 0
2,092	1,563	1,594	1,349	1,135	684	503	429	300
[illegible]	173. 3. 4	[illegible]	[illegible]	111. 2. 8	66. 19. 6	57. 1. 3	41. 11. 8	29. 7. 6
2,240	1,891	1,668	1,383	1,165	830	607	421	288
[illegible]	189. 3. 5	167. [illegible]	[illegible]	114. 1. 5	81. 3. 2	59. 8. 8	41. [illegible]	28. 4. 0
5. 16. 0	193. 6. 0	176. 8. 0	137. 12. 0	107. 5. 0	[illegible]	57. 12. 0	40. 2. 0	27. 0. 0
1,920	1,642	1,589	1,420	985	660	552	359	280
200. 0. 0	170. 0. 10	165. 10. 5	[illegible]	102. 12. 1	[illegible]	[illegible]	[illegible]	29. 3. 4
2,316	2,233	1,952	1,472	1,056	672	576	406	334
293. 6. 8	230. 6. 8	203. 6. 8	[illegible]	110. 0. 0	[illegible]	[illegible]	[illegible]	34. 15. 10
2,743	2,574	1,853	1,440	1,124	906	824	478	313
274. 6. 0	217. 8. 0	183. 2. 0	[illegible]	112. 8. 0	90. 12. 0	82. 8. 0	47. 12. 0	31. 18. 0
256. 2. 0	[illegible]	200. 12. 0	[illegible]	138. 8. 0	[illegible]	[illegible]	77. [illegible]	50. 8. 0
2,173	2,020	1,913	1,720	1,430	1,248	1,150	828	548
217. 6. 0	202. 0. 0	191. 6. 0	[illegible]	148. 0. 0	[illegible]	[illegible]	82. 16. 0	54. 16. 0
3,038	2,567	2,314	1,958	1,648	1,197	1,038	751	525
297. 9. 5	251. 7. 0	226. 11. 7	[illegible]	161. 7. 4	[illegible]	101. 8. [illegible]	73. 12. 8	51. 3. 1
0. 14. 0	232. 6. 0	220. 10. 0	189. 0. 0	150. 2. 0	120. 12. 0	120. 0. 0	86. 6. 0	58. 11. 0
2,998	2,664	2,489	2,184	1,660	1,464	1,277	830	604
03. 11. 1	260. 17. 0	243. 14. 3	230. 17. 0	162. 10. 10	143. 7. 0	125. 0. 10½	86. 3. 4	59. 2. 10
2,919	2,672	2,428	2,175	1,581	1,325	1,193	941	711
04. 1. 3	278. 6. 8	252. 18. 4	226. 11. 3	164. 13. 9	138. 0. 5	124. 5. 5	98. 0. 5	74. 1. 3
3,920	3,184	2,720	2,048	1,440	928	800	560	366
00. 8. 6	331. 13. 4	283. 6. 8	213. 6. 8	150. 0. 0	96. 13. 4	83. 6. 0	58. 6. 8	38. 2. 6
3,641	2,894	2,430	1,913	1,492	1,175	1,073	605	396
64. 2. 0	289. 8. 0	243. 0. 0	191. 6. 0	149. 4. 0	117. 10. 0	107. 6. [illegible]	[illegible]	39. 1. 0
99. 2. 0	82. 19. 0	75. 11. 0	59. 10. 0	47. 9. 0	23. 17. 0	—	—	—
856	827	712	641½	228	192	32	—	—
5. 12. 0	82. 14. 0	71. 4. 0	64. 3. 0	22. 16. 0	19. 4. 0	3. 4. 0	—	—
4,080	913	823	696	586	257	—	—	—
5. 15. 0	89. 7. 11	80. 11. 8	67. 3. 0	57. 7. 7	25. 3. 3	—	—	—
1. 19. 0	100. 6. 0	92. 11. 0	77. 0. 0	62. 0. 0	32. 0. 0	—	—	—
1,132	954	866	729	614	114	—	—	—
16. 10	93. 8. 3	84. 15. 11	71. 7. 7	60. 2. 5	6. 11. 0	—	—	—
981	873	830	746	513	760	685	544	386
2 3. 9	90. 18. 9	86. 9. 2	77. 14. 2	53. 8. 9	79. 3. 4	71. 7. 4	56. 13. 4	29. 13.
1,856	1,504	1,289	976	720	464	—	—	—
93. 6. 8	156. 13. 4	134. 5. 5	101. 13. 4	75. 0. 0	48. 6. 8	—	—	—
1,828	1,449	1,220	960	743	550	2[illegible]0	150	—
[illegible]	124. 18. 0	122. 0. 0	96. 0. 0	74. 6. 0	35. 0. 0	25. 0. 0	15. 0. 0	—
[illegible]	183. 4. 0	170. 0. 0	138. 17. 0	112. 14. 0	89. 9. 0	78. 8. 0	56. 7. 0	36. 0. 0
2,128	1,737	1,563	1,462	1,307½	813	529	450	—
[illegible]	173. 14. 0	156. 6. 0	146. 4. 0	130. 15. 0	81. 6. 0	52. 18. 0	45. 0. 0	—
2,430	2,054	1,851	1,566	1,319	1,026	890	644	375
[illegible]	201. 2. 5	181. 13. 2	156. 7. 10	128. 3. 0	100. 9. 3	87. 3. 0	63. 1. 2	36. 4. 5
2,584	2,227	2,048	1,754	1,477	853	734	493	336
3. 0. 4	217. 1. 2	200. 10. 8	171. 14. 11	144. 12. 5	83. 9. 6	71. 17. 5	48. 5. 5	32. 18. 0
[illegible] 0. 0	226. 19. 0	206. 0. 0	171. 17. 0	136. 4. 0	103. 19. 0	89. 14. 0	66. 15. 0	41. 15. 0
2,451	2,265	2,084	1,887	1,366	—	—	—	—
5. 6. 3	235. 18. 9	217. 1. 8	196. 11. 3	142. 5. 10	—	—	—	—
2,920	3,184	2,720	2,048	1,440	928	800	569	183
3. 6. 8	331. 13. 4	283. 6. 8	213. 6. 8	150. 0. 0	96. 13. 4	83. 6. 0	58. 6. 8	19. 1. 3
1,657	2,899	2,412	1,920	1,499	1,075	993	555	345
14. 0	289. 18. 0	241. 4. 0	192. 0. 0	149. 18. 0	107. 10. 0	99. 6. 0	55. 10. 0	34. 12. 0

ARTICLE.		Guns - - / Tons - - 100. / 2,164.	90. / 1,931.	1,615.
9th. To trim, get to, and faſten the channel wales, and ſhut in between that and the upper edge of the blackſtrake, and let out the middle deck portcills.	N.O.	105. 16. 0	94. 8. 0	78. 19.
	D.	896	832	768
		89. 12. 0	83. 4. 0	76. 16.
	W.	1,082	966	810
		105. 18. 11	94. 11. 9	80. 16.
	C.	1,147	1,250	913
		112. 6. 2	122. 7. 11	89. 8.
		107. 11. 0	95. 19. 0	80. 5.
	Po.	1,251	1,082	918
		130. 6. 3	112. 14. 2	95. 12.
	P.	1,520	1,328	1,088
		158. 6. 8	138. 8. 4	113. 6.
	S.	2,089	1,772	1,405
		208. 18. 0	177. 4. 0	140. 10.
10th. To trim, get about, and faſten the middle deck clamps, and upper ſtrake of lower deck ſpirketting; trim, bring to (but not faſten) the lower ſtrake of ſpirketting; ſhut in and faſten the ſtuff between the lower deck ſpirketting and middle deck clamps; trim and ſcarph the beams, and bolt them; cut to a length, get on board, and let them down on the clamps; trim, fay, and faſten the hanging and lodging knees.	N.O.	259. 13. 0	231. 14. 0	193. 16.
	D.	2,468	2,158	1,797
		246. 16. 0	215. 16. 0	179. 14.
	W.	2,976	2,660	2,220
		290. 7. 2	290. 9. 2	217. 7.
	C.	3,210	2,690	2,518
		314. 6. 3	263. 19. 8	226. 11.
		280. 4. 0	249. 15. 0	210. 4.
	Po.	2,624	2,310	2,083
		273. 6. 8	240. 12. 6	211. 15.
	P.	5,312	4,656	3,808
		553. 6. 8	485. 0. 0	396. 13.
	S.	5,222	4,430	3,513
		522. 4. 0	443. 0. 0	351. 6.
11th. To trim, get about, and faſten the ſheer wales (or ſtrake), ſhut in between them and the upper edge of the channel wales; bring about the ſheer ſtrake in three-decked ſhips, and all the ſtuff on the ſide above the ſheer ſtrake, and faſten it; and to let out the upper deck portcills in two-deck ſhips; alſo the quarter-deck portcills in all ſhips.	N.O.	175. 5. 0	156. 8. 0	130. 12.
	D.	1,380	1,217	859
		138. 0. 0	121. 14. 0	85. 18.
	W.	1803.	1,608	1,346
		76. 10. 10	157. 11. 0	131. 1.
	C.	2,059	1,925	1,610
		201. 12. 2	188. 9. 9	156. 11.
		178. 2. 0	159. 0. 0	133. 0.
	Po.	1,716	1,523	1,424
		178. 15. 0	158. 12. 11	148. 5.
	P.	1,824	1,600	1,312
		190. 0. 0	166. 13. 4	136. 13.
	S.	2,089	1,772	1,405
		208. 18. 0	177. 4. 0	140. 10.
12th. To trim, bring to, and faſten the upper deck clamps, and upper ſtrake of middle deck ſpirketting in three-decked ſhips, and upper ſtrake of lower deck ſpirketting in two-decked ſhips; trim, bring to (but not faſten) the lower ſtrake of ſpirketting; ſhut in the ſtuff between the middle deck ſpirketting and upper deck clamps in three-decked ſhips, and gun-deck ſpirketting in two-decked ſhips; trim and ſcarph the beams, and bolt them; cut to a length, get on board, and let them down on the clamps; trim, fay, and faſten the hanging and lodging knees	N.O.	259. 13. 0	231. 14. 0	193. 16.
	D.	2,483	2,200	1,858
		248. 6. 0	220. 0. 0	185. 16.
	W.	2,976	2,660	2,227
		291. 8. 0	260. 9. 2	218. 7.
	C.	2,952	2,608	2,355
		289. 1. 0	255. 7. 4	23[illegible]
		264. 0. 0	235. 11. 0	197. 0.
	Po.	2,614	2,331	2,0[illegible]
		272. 5. 10	24[illegible]	[illegible]
	P.	4,832	4,240	3,45[illegible]
		503. 6. 8	441. 13. 4	
	S.	4,875	4,135	3,[illegible]
		487. 10. 0	413. 10. 0	[illegible]

74.	64.	60.	50.	44.	32.	28.	20.	Sloop.
1,620.	1,369.	1,285.	1,044	879.	678.	594.	429.	300.
78. 18. 0	66. 0. 0	52. 2.	47. 2.	37. 15.	—	—	—	—
768	510	491	450	450	250	240	110	100
76. 16. 0	51. 0. 0	49. 2.	45. 0. 0	45. 0. 0	25. 0.	24. 0. 0	11. 0. 0	10. 0.
810	685	617	522	440	—	—	—	—
80. 16. 3	67. 1. 4	59. 8.	51. 2.	43. 0.	—	—	—	—
891	828	795	717	604	—	—	—	—
87. 3. 10	81. 1. 6	77. 16. 10	70. 4. 1	59. 2. 10	—	—	—	—
3. 6. 0	70. 10. 0	64. 13. 0	51. 4. 0	40. 16. 0	—	—	—	—
908	734	663	591	433	—	—	—	—
9. 11. 8	81. 13. 4	69. 1. 3	61. 13. 4	45. 2. 1	—	—	—	—
1,072	864	736	544	400	—	—	—	—
11. 13. 4	90. 0. 0	76. 13. 4	56. 13. 4	41. 13. 0	—	—	—	—
1,371	1,087	915	720	562	403	372	208	129
137. 2. 0	108. 14. 0	91. 10. 0	72. 0. 0	56. 4. 0	40. 6. 0	37. 4. 0	20. 16. 0	12. 18.
33. 0. 0	27. 13. 0	25. 3. 0	19. 6. 0	15. 16. 0	10. 8. 0	9. 2. 0	6. 9. 0	4. 4.
305	296	287	260	130	97	96	—	—
30. 10. 0	29. 12. 0	28. 14. 0	26. 0. 0	13. 0. 0	9. 14. 0	9. 12. 0	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
4. 16. 0	28. 8. 0	27. 0. 0	21. 10. 0	17. 2. 0	11. 3. 0	9. 15. 0	7. 0. 0	4. 13. 0
—	—	—	—	—	—	—	—	—
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—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
70. 4. 0	58. 15. 0	53. 10. 0	42. 2. 0	33. 12. 0	25. 7. 0	25. 2. 0	20. 5. 0	14. 8. 0
445	425	412	404	370	240	166	118	80
44. 10. 0	42. 10. 0	41. 4. 0	40. 8. 0	37. 0. 0	24. 0. 0	16. 12. 0	12. 16. 0	8. 0. 0
810.	685	617	522	440	456	395	286	200
80. 16. 3	67. 1. 4	59. 8. 3	51. 2. 3	43. 0. 10	44. 13. 0	38. 13. 6	28. 0. 1	19. 11. 8
808	653	574	462	389	399	336	241	162
79. 2. 4	63. 18. 9	56. 4. 1	45. 4. 9	38. 1. 9	39. 1. 4	33. 17. 7	23. 10. 11	15. 17. 3
97. 2. 0	65. 14. 0	60. 14. 0	48. 18. 0	39. 10. 0	30. 13. 0	30. 0. 0	25. 0. 0	17. 18. 0
690	579	499	491	314	365	341	299	174
71. 17. 6	60. 6. 3	51. 19. 7	51. 12. 11	32. 14. 2	38. 0. 5	35. 10. 5	31. 2. 11	18. 2. 6
1,120	912	784	592	416	272	240	176	153
6. 12. 6	95. 0. 0	81. 13. 4	61. 13. 4	43. 6. 8	28. 6. 8	25. 0. 0	18. 6. 8	15. 18. 9
1,371	1,087	915	720	562	403	372	208	—
37. 2. 0	108. 14. 0	91. 10. 0	72. 0. 0	56. 4. 0	40. 6. 0	37. 4. 0	20. 16. 0	—
5. 17. 0	159. 0. 0	147. 19. 0	114. 0. 0	94. 18. 0	74. 11. 0	65. 6. 0	46. 2. 0	30. 0. 0
1,400	1,154	1,026	1,000	984½	762	549	390	250
40. 0. 0	115. 8. 0	102. 12. 0	100. 0. 0	98. 9. 0	76. 4. 0	54. 18. 0	39. 0. 0	25. 0. 0
2,227	1,882	1,697	1,436	1,208	940	815	590	413
18. 1. 2	184. 1. 7	166. 3. 3	140. 12. 2	118. 5. 8	92. 0. 0	79. 16. 10	56. 15. 5	40. 8. 9
2,295	1,959	1,795	1,522	1,282	1,128	979	678	463
4. 14. 4	191. 16. 4	175. 15. 2	149. 0. 7	125. 10. 7	110. 9. 0	95. 17. 2	66. 7. 9	45. 6. 8
12. 2. 0	188. 10. 0	176. 8. 0	136. 9. 0	114. 2. 0	91. 0. 0	81. 4. 0	62. 18. 0	47. 2. 0
2,080	1,806	1,549	1,334	1,231	1,032	927	750	558
2. 13. 4	188. 2. 6	161. 7. 1	138. 19. 2	128. 4. 7	107. 10. 0	96. 11. 3	78. 2. 6	58. 2. 6
3,248	2,640	2,256	1,696	1,136	704	608	416	404
38. 6. 8	275. 0. 0	235. 0. 0	176. 13. 4	118. 6. 8	73. 6. 8	63. 6. 8	43. 6. 8	42. 1. 4
3,200	2,537	2,136	1,680	1,312	941	869	485	303
00. 0. 0	253. 14. 0	213. 12. 0	168. 0. 0	131. 4. 0	94. 2. 0	86. 18. 0	48. 10. 0	30. 4. 0

ARTICLE.		GUNS - - 100.	90.	80.
		TONS - - 2,164.	1,931.	1,6[illegible].
	N.O.	259. 13. 0	231. 14	[illegible]
	D.	2,164 / 216. 8. 0	1,895½ / 189. 11	1,599 / [illegible]
13th.	W.	2,795 / 273. 13. 6	2,494 / 244. 4.	2,093 / [illegible]
To frame the upper deck with carlings and ledges; lay the flat, let down the comings and head ledges, and faſten them; bring about and faſten the ſpirketting; get up and faſten the main jeer and topſail ſheet bitts; trim and fay the ſtandards; bore off and drive all the ring and eye-bolts to ports, and on the flat of the deck; and to let out all ſuch ſcuppers as ſhall be directed.	C.	2,554 / 256. 1. 7	2,360 / 231. 1.	2,046 / [illegible]
		264. 0. 0	235. 11. 0	197. 0.
	Po.	1,993 / [illegible]	1,826 / [illegible]	1,803 / [illegible]
	P.	4,832 / 503. 6. 8	4,240 / 441. 13. 4	3,456 / [illegible]
	S.	2,785 / 278. 10. 0	2,363 / 236. 6.	1,874 / [illegible]
	N.O.	370. 0. 0	335. 19. 0	285. 17.
	D.	3,703 / 376. 6. 0	3,354½ / [illegible]	3,282 / [illegible]
14th.	W.	3,737 / [illegible]	3,279 / [illegible]	2,835 / [illegible]
To trim, get about, and faſten the quarter-deck and forecaſtle clamps, the ſtring in the waiſt ſhut in between that and the upper edge of the ſpirketting; trim and ſcarph (when required); cut to a length, get on board, and let down on the clamps the quarter-deck and forecaſtle beams; trim, fay, and faſten the hanging and lodging knees; lay the flat of the decks; let down the comings and head ledges; trim and get into their places the fore, jeer, and topſail ſheet bitts; trim and complete the breaſtworks, gangways, and bellfry; trim, get about, and faſten the quarter-deck and forecaſtle ſpirketting, and prepare all the fixed blocks that are uſually put in the fillings between the timbers, and let on the planſheers in the waiſt, and the drifts afore and abaft.	C.	3,805 / [illegible]	3,316 / [illegible]	2,566 / [illegible]
	Po.	2,622 / 273. 2. 6	2,511 / 261. 11. 3	2,424 / [illegible]
	P.	7,904 / 823. 6. 8	6,928 / 721. 13. 4	5,664 / [illegible]
	S.	4,178 / 417. 16. 0	3,545 / 354. 10.	2,811 / [illegible]
		376. 0. 0	341. 10. 0	290. 12.
	N.O.	90. 17. 0	81. 2. 0	[illegible]
	D.	985 / 98. 10. 0	927 / [illegible]	722 / 72. 4.
15th.	W.	1,082 / 95. 10. 7	966 / [illegible]	810 / 80. 16.
To get about the roundhouſe clamps; get on board, and let down the beams; trim, fay, and faſten all the hanging and lodging knees; ſhut in between the clamps and the quarter-deck ſpirketting; lay the flat of the deck, get about the ſpirketting, and faſten the ſame; trim, and faſten the knees againſt the traffail; trim, and let on the timbers, the tranſom at the height of the ſheer, and knee it; trim, and faſten the bitts, ſtantions, or knees and rails for the breaſtwork, and put down the cants for the companion, and to complete every thing on the roundhouſe, and get the planſheers on and faſtened.	C.	905 / 88. 12. 3	815 / 79. 16. 0	709 / 69. 8.
		92. 7. 0	82. 9. 0	68. 18.
	Po.	743 / 77. 7. 10	676 / 70. 8. 4	618 / 64. 7.
	P.	2,352 / 245	2,064 / 215. 0. 0	1,680 / 175. 0.
	S.	1,392 / 139. 4. 0	1,181 / 118. 2. 0	937 / [illegible]
	N.O.	369. 10. 0	327. 11. 0	284. 14.
	D.	3,780 / 378. 0. 0	3,336 / 333. 12.	2,760 / [illegible]
16th.		396. 0. 0	373. 6. 0	283. 12.
To bring to and faſten all the ceiling and thick-ſtuff in hold, below the orlop clamps; get in the platform beams, and knee them where directed.	W.	3,426 / 325. 0. 11	3,057 / 301. 6. 7	2,565 / [illegible]
	C.	3,751 / 367. 4. 8	3,212 / 314. 10.	2,684 / [illegible]
	Po.	4,097 / 426. 15. 5	3,630 / 378. 2. 6	2,795 / [illegible]
	P.	5,553 / 578. 6. 8	4,864 / 506. 13. 4	3,668 / [illegible]
	S.	6,246 / 624. 12. 0	5,303 / 530. 6.	4,208 / [illegible]

74.	64.	60.	50.	44.	32.	28.	20.	Sloops.
1,620.	1,369.	1,285.	1,044	879.	678.	594.	429.	300.
5. 12. 0	159. 0. 0	147. 19. 0	114. 0. 0	94. 18. 0	89. 9. 0	78. 8. 0	64. 11.	4. 0.
1,583	1,355	1,197	1,137	1,130	1,062	953	611	—
58. 6. 0	135. 10. 0	119. 14. 0	113. 14. 0	113. 0. 0	106. 4. 0	95. 6. 0	61. 2.	—
2,093	1,768	1,594	1,349	1,185	1,112	964	697	488
4. 18. 9	173. 2. 4	156. 1. 7	132. 1. 9	111. 2. 8	108. 17. 8	94. 7. 10	67. 5.	47. 13. 8
2,176	1,960	1,852	1,640	1,520	1,408	1,196	891	608
13. 1. 4	191. 18. 0	181. 6. 10	160. 11. 8	148. 16. 8	137. 9. 4	117. 2. 2	87. 3. 1	59. 10. 8
5. 12. 0	165. 17. 0	168. 16. 0	123. 10. 0	102. 8. 0	96. 11. 0	83. 15. 0	69. 8. 0	46. 10. 0
1,862	1,564	1,419	1,249	983	1,083	965	818	653
3. 19. 2	162. 18. 4	147. 16. 3	130. 2. 1	102. 7. 11	112. 16. 3	100. 13. 5	85. 1.	68. 0.
3,248	2,640	2,256	1,696	1,184	752	656	464	302
38. 6. 8	275. 0. 0	235. 0. 0	176. 13. 4	123. 6. 8	78. 6. 8	68. 6. 8	48. 7.	31. 9.
1,828	1,449	1,220	960	743	587	542	327	223
2. 16. 0	144. 18. 0	122. 0. 0	96. 0. 0	74. 6. 0	58. 14. 0	54. 4. 0	32. 14.	22. 6. 0
8. 10. 0	224. 13. 0	201. 12. 0	161. 2. 0	128. 11. 0	1 0. 7. 0	98. 14. 0	68. 5.	41. 8.
3,280	2,876	2,177	1,526	1,321	1,111	966	766	462
28. 0. 0	287. 12. 0	217. 14. 0	152. 12. 0	132. 2. 0	111. 2. 0	96. 12. 0	76. 12. 0	46. 4. 0
2,835	2,396	2,160	1,827	1,758	1,368	1,186	858	600
11. 10	234. 12. 8	211. 10. 0	178. 17. 10	172. 2. 9	133. 18. 0	114. 2. 7	84. 0. 0	58. 15. 0
2,737	2,365	2,177	1,867	1,673	1,571	1,320	975	668
68. 0. 0	231. 11. 5	213. 3. 3	182. 16. 2	163. 17. 3	153. 15. 6	129. 5. 0	95. 9. 4	65. 8. 2
2,476	2,119	1,785	1,553	1,257	1,149	975	693	576
7. 18. 4	220. 14. 7	183. 18. 9	161. 15. 5	130. 18. 9	119. 13. 9	101. 11. 3	72. 3. 9	60. 0. 0
5,584	4,528	3,872	2,912	2,032	1,296	1,120	799	620
1. 13. 4	472. 13. 4	403. 6. 8	303. 6. 8	211. 13. 4	135. 12. 0	116. 13. 4	83. 4. 2	64. 11. 8
2,743	2,174	1,831	1,440	1,124	806	744	416	259
74. 6. 0	217. 8. 0	183. 2. 0	144. 0. 0	112. 8. 0	80. 12. 0	74. 8. 0	41. 12. 0	25. 18. 0
8. 12. 0	245. 13. 0	225. 5. 0	180. 17. 0	144. 14. 0	125. 3. 0	110. 4. 0	79. 6. 0	57. 18. 0
66. 1. 0	55. 6. 0	50. 7. 0	39. 13. 0	—	—	—	—	—
560	469	431	87	37	20	15	10	4
56. 0. 0	46. 18. 0	43. 2. 0	8. 14. 0	3. 14. 0	2. 0. 0	1. 1. 0	1. 0. 0	0. 8. 0
810	635	617	522	—	—	—	—	—
0. 16. 3	67. 1. 4	59. 8. 3	51. 2. 3	—	—	—	—	—
798	621	534	416	—	—	—	—	—
23. 2. 9	62. 15. 2	52. 5. 9	40. 14. 8	—	—	—	—	—
59. 9. 0	58. 12. 0	53. 18. 0	42. 16. 0	—	—	—	—	—
640	556	479	372	—	—	—	—	—
7. 5. 10	57. 18. 4	49. 17. 11	38. 15. 0	—	—	—	—	—
1,632	1,328	1,136	192	—	—	—	—	—
72. 0. 0	132. 8. 4	118. 5. 8	20. 0. 0	—	—	—	—	—
914	724	610	480	281	—	—	—	—
2. 6. 0	72. 3. 0	61. 0. 0	48. 0. 0	28. 2. 0	—	—	—	—
224. 7. 0	217. 13. 0	198. 6. 0	150. 4. 0	105. 11. 0	101. 8. 0	91. 9. 0	53. 6. 0	36. 0. 0
2,730	2,193	1,800	1,300	1,210	785	728	609	438
73. 0. 0	219. 6. 0	180. 0. 0	130. 0. 0	121. 0. 0	78. 10. 0	72. 16. 0	60. 18. 0	43. 16. 0
66. 0. 0	221. 8. 0	203. 15. 0	163. 12. 0	129. 19. 0	112. 3. 0	97. 6. 0	59. 2. 0	36. 5. 0
2,565	2,163	1,954	1,653	1,319	826	593	429	300
51. 5. 1	212. 5. 8	191. 6. 7	161. 17. 1	128. 19. 0	80. 19. 7	57. 1. 3	42. 0. 0	29. 7. 6
2,684	2,263	2,051	1,726	1,454	1,143	992	686	468
2. 16. 2	221. 11. 8	200. 15. 6	169. 0. 0	142. 7. 3	111. 18. 4	97. 2. 8	67. 3. 5	45. 16. 6
2,693	2,477	2,264	1,920	1,441	1,349	1,076	631	424
0. 10. 5	258. 0. 5	235. 16. 8	200. 0. 0	150. 2. 1	140. 12. 3	112. 1. 8	65. 14. 7	44. 3. 4
3,256	3,136	2,672	2,016	1,408	896	768	544	366
1. 13. 4	326. 13. 4	278. 6. 8	210. 0. 0	150. 13. 4	93. 6. 8	80. 0. 0	56. 12. 4	38. 2. 0
4,098	3,257	2,734	2,153	1,679	1,360	1,217	673	489
9 16. 0	325. 14. 0	273. 8. 0	215. 6. 0	167. 18. 0	136. 0. 0	121. 7. 0	67. 6. 0	48. 18. 0

ARTICLE.		Guns - - 100.	90.	80.
		Tons - - 2,164.	1,931.	1,615.
17th. To trim, fay, and faſten all the riders, breaſthooks, crutches, ſteps of the maſts, knees (or ſleepers), to the tranſoms below the gun-deck, and the fore and main riding bitts.	N.O.	162. 6. 0	144. 16. 0	121. 2. 0
	D.	1,351	1,060	879
		135. 2. 0	106. 0. 0	87. 18. 0
		195. 10. 0	176. 14. 0	144. 11. 0
	W.	1,443	1,287	1,080
		141. 5. 10	126. 0. 4	105. 15. 0
	C.	1,833	1,787	1,255
		179. 9. 7½	174. 19. 6	122. 17. 8
	Po.	1,640	1,407	1,102
		170. 16. 8	146. 11. 3	114. 15. 10
	P.	6,336	5,552	4,644
		660. 0. 0	578. 6. 8	473. 6. 8
	S.	2,785	2,363	1,874
		278. 10. 0	236. 6. 0	187. 8. 0
18th. To rabbit or cypher (as may be directed) the plank for all the bulkheads in the hold, the after powder-room, well, and ſhot-lockers, and build the ſame; put in the pallating beams for the magazine, filling, and light rooms; put up the jambs for the powder-room lights, and entirely complete the works in this part for a ſtate of ordinary.	N.O.	129. 10. 0	115. 17. 0	96. 18. 0
	D.	1,396	1,240	1,123
		139. 12. 0	124. 0. 0	112. 6. 0
	W.	1,623	1,448	1,215
		158. 18. 4	141. 15. 8	118. 19. 4
		131. 13. 0	117. 15. 0	94. 10. 0
	C.	1,511	1,410	1,299
		147. 19. 0	138. 1. 3	127. 3. 13
	Po.	891	724	622
		92. 16. 3	77. 5. 10	64. 15. 10
	P.	2,992	2,624	2,144
		311. 13. 4	273. 6. 8	223. 6. 8
	S.	4,875	4,135	3,279
		487. 10. 0	413. 10. 0	327. 18. 0
19th. To frame the orlop with ledges and carlings, and lay the flat and fore and after platforms; put up the ſtantions in the wings, and for the ſtore and ſail rooms; to birth up, and complete for a ſtate of ordinary, all the ſaid ſtore and ſail rooms, and to complete the well above the orlop; in frigates, as there is no orlop, it is for fore and after platforms.	N.O.	175. 5. 0	156. 8. 0	130. 16. 0
	D.	1,651	1,565	1,399
		165. 2. 0	156. 10. 0	139. 18. 0
	W.	1,713	1,529	1,287
		167. 14. 7	149. 13. 2	126. 0. 4
	C.	1,298	1,208	1,001
		127. 1. 11	118. 5. 8	97. 19. 3
		178. 3. 0	159. 0. 0	132. 19. 0
	Po.	1,716	1,568	1,472
		178. 15. 0	163. 6. 8	153. 6. 8
	P.	3,248	2,848	2,320
		338. 6. 8	296. 13. 4	241. 13. 4
	S.	3,482	2,954	2,342
		348. 4. 0	295. 8. 0	234. 4. 0
20th. To trim, let aft, and faſten the helm port tranſom; to frame with carlings and ledges the gun-deck; lay the flat; let down, and faſten the comings and head-ledges; trim, fay, and faſten the ſtandards againſt the ſtern-poſt and ſtem; trim, rough fay, and ſhoal all the ſtandards at the ſide, and faſten thoſe againſt the main bitts, alſo the croſs-pieces to the main bitts; let down the carlings for the main and foremoſt partners; ſet up the pillars under the middle deck beams in three-deck ſhips, and under the upper deck beams in two-deck ſhips; ſet the main and jeer capſtans; bore off, drive, and belay, or clinch, all the ſtopper-bolts, ring and eye-bolts for the guns in the ſide and flat of the deck; trim, fay, and faſten the wing tranſom knees; let down the cants, and make the ſcuttles for the bread-room and lady's hole, and all other ſcuttles on the flat of this deck, and to let out all ſuch ſcuppers as ſhall be directed.	N.O.	402. 10. 0	359. 2. 0	300. 7. 0
	D.	4,687	4,316	3,997
		468. 14. 0	431. 12. 0	399. 11. 0
	W.	4,058	3,620	3,038
		397. 6. 11	354. 9. 2	297. 9. 5
	C.	3,936	3,612	3,266
		385. 8. 0	353. 13. 11	319. 15. 11
		400. 4. 0	365. 1. 0	305. 7. 0
	Po.	2,992	2,728	2,377
		311. 13. 4	284. 3. 4	247. 12. 8
	P.	6,928	6,064	4,560
		721. 13. 4	631. 13. 4	516. 13. 4
	S.	5,550	4,712	3,740
		555. 0. 0	471. 4. 0	374. 0. 0

74.	64.	60.	50.	44.	32.	28.	20.	Sloops.
620.	1,369.	1,285.	1,044.	879.	678.	594.	429.	300.
3. 5. 0	86. 8. 0	78. 14. 0	59. 10. 0	45. 9. 0	19. 17. 0	16. 19. 0	11. 19. 0	7. 16. 0
765 10. 0	564 56. 8. 0	450 45. 0. 0	355 35. 10. 0	211 21. 2. 0	165 16. 10. 0	145 14. 18. 0	117 11. 14. 0	73 7. 6. 0
6. 0	114. 8. 0	106. 1. 0	80. 18. 0	60. 6. 0	28. 14. 0	22. 15. 0	17. 0. 0	14. 18. 0
080 15. 0	913 89. 7. 11	823 80. 11. 8	696 67. 3. 0	586 57. 7. 7	86 8. 8. 5	74 7. 4. 11	554 5[illegible]. 9	38 3. 14. 5
255 17. 8	1,032 101. 1. 0	917 89. 15. 9	755 73. 18. 6½	210 20. 11. 3	147 14. 7. 10	128 12. 10. 8	89 8. 14. 3	60 6. 0. 0
091 12. 11	975 101. 11. 3	872 90. 16. 8	740 77. 1. 8	265 27. 12. 1	200 20. 16.	188 19. 11. 8	172 17. 18. 4	118 11. 13. 4
368 5. 0. 0	3,552 370. 0. 0	3,024 315. 0. 0	2,272 236. 13. 4	1,584 165. 0. 0	960 100. 0. 0	832 86. 13. 4	592 61. 13. 4	174 18. 2. 6
828 16. 0	1,449 144. 18. 0	1,220 122. 0. 0	960 96. 0. 0	743 74. 6. 0	537 53. 14. 0	436 43. 12. 0	277 27. 14. 0	173 17. 6. 0
12. 0	69. 2. 0	62. 19. 0	49. 11. 0	29. 16. 0	26. 2. 0	26. 2. 0	18. 8. 0	12. 0. 0
929 18. 0	661 66. 2. 0	600 60. 0. 0	516 51. 12. 0	285 28. 10. 0	256 25. 16. 0	253 25. 6. 0	150 15. 18. 0	157 15. 14. 0
215 19. 4	1,027 100. 11. 2	926 90. 13. 5	783 76. 13. 5	659 62. 10. 7	513 50. 4. 8	445 43. 11. 5	322 31. 10. 7	225 22. 5. 8
0. 0	80. 6. 0	69. 10. 0	55. 18. 0	44. 5. 0	35. 3. 0	29. 14. 0	19. 14. 0	16. 5. 0
032 1. 1. 0	867 84. 17. 10	784 76. 15. 4	658 64. 8. 7	554 53. 14. 11	252 24. 17. 2	225 21. 0. 7½	156 15. 5. 6	106 10. 7. 7
541 6. 7. 1	481 50. 2. 1	431 44. 17. 11	405 42. 3. 9	302 31. 9. 2	231 24. 1. 3	197 20. 10. 5	120 12. 10. 0	111 11. 11. 3
080 13. 4	1,696 176. 13. 4	1,440 150. 0. 0	1,088 113. 6. 0	752 78. 6. 8	480 50. 0. 0	416 43. 6. 0	288 29. 0. 0	238 24. 17. 0
200 0. 0. 0	2,537 253. 14. 0	2,136 213. 12. 0	1,680 168. 0. 0	1,312 131. 4. 0	941 94. 2. 0	869 86. 18. 0	485 48. 10. 0	302 30. 4. 0
8. 0. 0	117. 10. 0	107. 0. 0	84. 6. 0	67. 4. 0	41. 15. 0	26. 2. 0	18. 8. 0	12. 0. 0
372 7. 4. 0	1,245 124. 10. 0	1,100 110. 0. 0	908 90. 16. 0	803 80. 6. 0	306 30. 12. 0	187 18. 14. 0	84 8. 8. 0	53 5. 6. 0
287 6. 0. 4	1,084 106. 2. 10	977 95. 14. 0	827 80. 19. 7	696 67. 13. 0	399 39. 1. 5	346 33. 17. 7	250 24. 9. 7	175 17. 3. 2
039 14 8.	928 90. 17. 4	873 85. 9. 7½	769 75. 6. 0	648 63. 9. 0	228 21. 6. 6	198 19. 17. 9	137 13. 8. 3	94 9. 4. 4
10. 0	124. 12. 0	114. 12. 0	91. 4. 0	72. 6. 0	45. 19. 0	28. 13. 0	19. 14. 0	15. 4. 0
456 13. 4	1,274 132. 14. 2	1,091 113. 12. 11	908 94. 11. 8	796 82. 18. 4	277 28. 17. 1	238 24. 15. 10	101 10. 10. 5	91 9. 9. 7
272 13. 4	1,840 191. 13. 4	1,584 165. 0. 0	1,184 123. 6. 8	832 86. 13. 4	528 55. 0. 0	448 46. 15. 4	320 33. 6. 8	207 21. 11. 3
285 10. 0	1,812 181. 4. 0	1,525 152. 10. 0	1,200 120. 0. 0	937 93. 14. 0	448 44. 16. 0	414 41. 8. 0	232 23. 4. 0	144 14. 8. 0
3. 6. 0	241. 18. 0	220. 7. 0	173. 11. 0	138. 10. 0	82. 0. 0	71. 17. 0	50. 14. 0	33. 0. 0
984 8. 8. 0	3,063½ 306. 7. 0	2,189 218. 18. 0	1,604 160. 8. 0	1,114 111. 8. 0	992 99. 4. 0	920½ 92. 5. 6	513 51. 6. 0	407 40. 14. 0
038 7. 9. 5	2,567 251. 7. 0	2,314 226. 17. 7	1,958 191. 14. 5	1,428 139. 16. 6	798 77. 2. 9	692 67. 7. 6	501 49. 1. 0	350 34. 5. 5
248 3. 0. 8	2,907 284. 12. 10	2,735 267. 17. 0	2,408 236. 15. 8	1,900 187. 0. 10	1,039 101. 14. 8½	815 79. 17. 0	564 55. 4. 0	385 37. 14. 0
9. 0	259. 12. 0	239. 3. 0	188. 6. 0	150. 2. 0	86. 4. 0	76. 10. 0	50. 1. 0	34. 4. 0
375 7. 12. 1	2,033 211. 15. 5	1,719 179. 1. 3	1,611 167. 16. 3	1,389 144. 12. 9	680 70. 16. 8	591 61. 11. 3	454 47. 5. 0	248 25. 18. 8
768 6. 13. 4	3,872 403. 6. 8	3,312 345. 0. 0	2,480 258. 6. 8	1,744 181. 13. 4	1,120 116. 13. 4	960 100. 0. 0	672 70. 0. 0	239 24. 19. 11
642 4. 4. 0	2,894 289. 8. 0	2,431 243. 2. 0	1,913 191. 6. 0	1,492 149. 4. 0	1,075 107. 10. 0	993 99. 6. 0	553 57. 14. 0	346 36. 1. 0

ARTICLE.		Guns - - 100.	90.	80.
		Tons - - 2,164.	1,831.	1,617.
21ſt. To frame the middle deck with carlings and ledges; let down and faſten the comings and head-ledges; lay the flat, trim, put together, and faſten the partners for the maſts and bowſprit; trim, and ſay all the wood-ſtandards, put up the pillars under the upper deck beams; trim, let aft, and faſten to the ſtern timbers the tranſom at the height of the port-cills, and knee the ſame; bore off and drive all the ring and eye-bolts for the guns, &c. in the ſide and flat of the deck; to lay the cants for the firehearth and all the cants for cabins on this deck, and to let out all ſuch ſouppers as ſhall be directed.	N.C.	292. 3. 0	260. 13. 0	218. 0.
	D.	3,863	3,481	2,978
		386. 6. 0	308. 2. 0	297. 16.
	W.	3,066	2,735	2,287
		300. 4. 3	267. 16. 0	223. 18.
	C.	2,685	2,565	2,141
		263. 8. 1	250. 19. 2	209. 12.
		297. 0. 0	265. 0. 0	221. 12.
	Po.	1,769	1,623	1,500
		148. 5. 5	169. 11. 8	156. 5.
	P.	4,976	4,358	3,552
		518. 10. 8	453. 19. 2	370. 0.
	S.	3,307	2,806	2,225
		330. 14. 0	280. 12. 0	222. 10.
22d. To make all the gratings, ladders, and ſtaircaſes in the ſhip.	N.O.	64. 18. 0	57. 18. 0	48. 9.
	D.	520	497	416
		52. 0. 0	49. 14. 0	41. 12.
	W.	812	724	605
		79. 10. 2	70. 17. 10	57. 4.
	C.	850	796	745
		83. 4. 7	17. 18. 10	72. 19.
		66. 0. 0	58. 17. 0	49. 5.
	Po.	444	414	385
		46. 5. 0	43. 2. 6	40. 2
	P.	608	528	432
		63. 6. 8	55. 0. 0	45. 0.
	S.	2,089	1772	1,405
		208. 18. 0	177. 4. 0	140. 10.
23d. To prepare, let into the ſhip's ſide, and faſten the main, fore, and ſpritſail ſheet, and main tack blocks, prepare all the rails on the ſide for the Joiners; let over the fife rails afore and abaft and faſten them; put together, and faſten to the ſhip's ſide, all the channels and backſtay ſtools; trim, ſay, and faſten the knees to them; prepare the ſkids, fenders, and linings of the anchors, and faſten the ſame, if required; get up all the dead eyes, drive all the chain and preventer bolts, and complete all the iron work of the channels, and make and hang all the portlids, and drive all the eye-bolts for the ſtanding parts of the ſheets, and all other bolts neceſſary on the ſide.	N.O.	194. 15. 0	173. 15. 0	145. 7.
	D.	1,719	1,450	1,243
		171. 18. 0	145. 0. 0	124. 6.
	W.	2,164	1,931	1,620
		211. 17. 10	189. 1. 6	158. 12.
	C.	2,170	2,022	1,848
		212. 9. 7	197. 19. 9	180. 19.
		198. 0. 0	176. 12. 0	147. 15.
	Po.	1,525	1,386	1,254
		153. 17. 1	144. 7. 6	130. 12.
	P.	4,048	3,552	2,912
		421. 13. 4	370. 0. 0	303. 0.
	S.	2,785	2,363	1,874
		278. 10. 0	236. 6. 0	187. 8.
24th. To make the knee of the head and gripe, bolt the ſame, prepare the block for the figure of the head, cheeks, rails, timbers, ſtandard croſs pieces, knees and quoif, and faſten them; put up the ſtantions of the beakhead bulkhead, birth up the ſame, make the round-houſes of eaſe in the head, and the ſeats of eaſe; prepare and faſten the falſe rail, lay the flat of the beakhead, and complete the whole works in the head.	N.O.	139. 16. 0	113. 17. 0	96. 18.
	D.	1,541	1,238	992
		154. 2. 0	123. 16. 0	99. 4.
	W.	1,082	966	810
		105. 18. 11	94. 11. 9	80. 16.
	C.	1,171	1,089	989
		114. 13. 2	105. 12. 7	96. 1.
		131. 19. 0	117. 16. 0	98. 10.
	Po.	1,056	965	862
		110. 0. 0	100. 10. 5	89. 15.
	P.	3,376	2,960	2,432
		351. 13. 4	308. 6. 8	253. 6.
	S.	2,785	2,363	1,874
		278. 10. 0	236. 6. 0	187. 8.

74.	64.	60.	50.	44.	32.	28.	20.	Sloops.
1,620.	1,369.	1,285	1,044.	879.	678.	594.	429.	300.
—	—	—	—	—	—	—	—	—
54	48	46	36	35	—	—	—	—
5. 8. 0	4. 16. 0	4. 12. 0	3. 12. 0	3. 10. 0	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
94	94	94	94	85	44	42	13	11
9. 15. 10	9. 15. 10	9. 15. 10	9. 15. 10	8. 17. 1	4. 11. 8	4. 7. 6	1. 7. 1	1. 2. 1
128	100	96	80	48	—	—	—	—
13. 6. 8	10 8. 4	10 .0. 0	8. 6. 8	5. 0. 0	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
41. 6. 0	35. 0. 0	31. 9. 0	24. 16. 0	19. 16. 0	14. 18. 0	13. 1. 0	9. 4. 0	6. 0. 0
359	325	300	298	208	157	142	99	61
35. 18. 0	32. 10. 0	30. 0. 0	29. 16. 0	20. 10. 0	15. 14. 0	14. 4. 0	9. 18. 0	6. 2. 0
438	371	334	283	238	199	173	125	88
42. 17. 9	36. 6. 6	32. 14. 1	27. 14. 2	23. 7. 0	19. 9. 9	16. 18. 9	12. 4. 10	8. 12. 4
357	339	331	303	281	192	167	116	80
34. 19. 1	33. 3. 10	32. 8. 2	29. 13. 4	27. 10. 3	18. 16. 0	16. 8. 0	11. 7. 2	7. 16. 8
43. 8. 0	37. 0. 0	35. 14. 0	26. 17. 0	21. 5. 0	16. 6. 0	13. 8. 0	9. 18. 0	6. 12. 0
264	232	202	165	151	130	120	106	96
27. 10. 0	24. 3. 4	21. 0. 10	17. 3. 9	15. 14. 7	13. 10. 10	12. 10. 0	10. 0. 10	7. 3. 9
320	256	224	180	168	112	96	80	76
33. 6. 8	26. 13. 4	23. 6. 8	18. 15. 0	17. 10. 0	11. 13. 4	10. 0. 0	8. 6. 8	7. 18. 4
1,371	1,087	915	720	562	403	372	208	129
137. 2. 0	118. 14. 0	91. 10. 0	72. 0. 0	56. 4. 0	40. 6. 0	37. 4. 0	20. 16. 0	12. 18. 0
136. 6. 0	114. 1. 0	107. 0. 0	86. 15. 0	69. 4. 0	44. 15. 0	39. 4. 0	27. 13. 0	18. 0. 0
991	900	953	951	785	628	458	319	266
99. 2. 0	90. 0. 0	95. 6. 0	95. 2. 0	78. 10. 0	62. 16. 0	45. 16. 0	30. 18. 0	26. 12. 0
1,620	1,369	1,234	1,044	879	456	395	286	200
158. 12. 6	134. 0. 11	120. 16. 7	102. 4. 4	86. 1. 4	44. 13. 0	38. 8. 6	28. 0. 0	19. 11. 8
1,612	1,326	1,183	972	818	566	491	339	232
157. 6. 10	129. 16. 9	115. 16. 8	95. 3. 6	80. 1. 11	55. 8. 5	48. 1. 6	33. 3. 10	22. 14. 4
138. 4. 0	115. 16. 0	109. 12. 0	88. 18. 0	70. 9. 0	48. 6. 0	41. 8. 0	29. 13. 0	16. 17. 0
1,217	1,087	991	831	645	564	516	423	354
126. 15. 5	113. 14. 7	103. 4. 7	86. 11. 3	67. 3. 9	58. 15. 0	53. 15. 0	44. 1. 3	36. 17. 6
2,592	2,106	1,792	1,344	944	608	528	368	311
270. 0. 0	219. 7. 6	186. 13 4	140. 0. 0	98. 6. 8	63. 6. 8	54. 0. 0	38. 6. 8	32. 7. 11
1,828	1,449	1,220	960	743	537	496	277	173
192. 16. 0	144. 18. 0	122. 0. 0	96. 0. 0	74. 6. 0	53. 14. 0	49. 12. 0	27. 14. 0	17. 6. 0
86. 15. 0	69. 2. 0	62. 19. 0	52. 1. 0	41. 10. 0	32. 16. 0	28. 15. 0	20. 5. 0	13. 4. 0
767	721	600	531	480	306	241½	200	151
79. 14. 0	72. 2. 0	60. 0. 0	53. 2. 0	48. 0. 0	30. 12. 0	24. 3. 0	20. 0. 0	15. 2. 0
810	685	617	522	440	314	272	197	138
80. 16. 3	67. 1. 5	60. 7. 5	51. 3. 3	43. 1. 8	30. 15. 0	26. 12. 8	19 5. 10	13. 10. 3
884	797	754	669	563	424	368	256	173
86. 11. 2	78. 0. 9	73. 16. 7	65. 10. 1	55. 2. 6	41. 10. 4	36. 9. 8	25. 1. 4	16. 18. 9
94. 2. 0	79. 0. 0	67. 7. 0	56. 6. 0	45. 13. 0	37. 6. 0	31. 13. 0	21. 14. 0	14. 10. 0
828	748	704	585	437	387	337	274	199
86. 5. 0	77. 18. 4	73. 6. 8	60. 18. 9	45. 10. 5	40 6. 3	35. 2. 1	28. 10. 10	20. 14. 7
2,352	1,904	1,632	1,232	896	576	496	352	239
245. 0. 0	198. 6. 8	170. 0. 0	128. 6. 8	93. 6. 8	60. 0. 0	51. 13. 4	36. 13. 4	24. 17. 11
1,828	1,449	1,220	960	743	537	496	277	173
192. 16. 0	144. 18. 0	122. 0. 0	96. 0. 0	74. 6. 0	53. 14. 0	49. 12. 0	27. 14. 0	17. 6. 0

ARTICLE.		GUNS - -	100.	90.	80.
		TONS - -	2,164.	1,931.	1,615.
25th. To put the falſe keel under the ſhip, and faſten the ſame; to make the rother; put on and faſten the pintles and braces; trim and fit the tillar and ſweeps; birth up the lower and ſecond counters; make the counter port-lids, and hang them; make and faſten the ſtools for the galleries; prepare all the rails and rims for the galleries, ſtern-balluſtres, &c. birth up the backing of the taffrail; prepare the backing and quarter-pieces for the bower; build, and entirely complete the ſtern and galleries.		N.O.	240. 15. 0	214. 18. 0	177. 13. 0
		D.	3,561	3,084	2,335
			356. 2. 0	300. 8. 0	233. 10. 0
		W.	2,344	2,092	1,750
			229. 10. 4	204. 16. 0	170. 18. 9
		C.	2,319	2,[illegible]7	1,807
			227. 1. 4	208. 15. 0	176. 18. 8
			183. 15. 0	161. 11. 0	129. 17. 0
		Po.	1,640	1,539	1,448
			170. 16. 8	160. 6. 3	150. 16. 8
		P.	3,264	2,864	2,336
			340. 0. 0	298. 6. 8	243. 6. 8
		S.	5,550	4,712	3,740
			555. 0. 0	471. 4. 0	374. 0. 0

N. B. It is intended by the foregoing Articles that the Ship ſhall be entirely completed for a ſtate of Ordinary.

As ſome parts of the Work in ſome of the Articles muſt neceſſarily be left for ſome time unfiniſhed, the Maſter Shipwright and his Aſſiſtants are to eſtimate the abatements to be made for the ſame, and thoſe Gangs that may happen afterwards to be employed to perform the Works ſo left are to be allowed for the ſame, the prices which have been abated; obſerving that in both caſes, the ſum is to make the rate for that article complete;—and in order to make the ſame encouragement to the Workmen, and to do the juſtice between them and the Crown, that is intended in every part of this Scheme, you are to obſerve that in caſe any Ships of the ſeveral claſſes ſhould be ordered to be built of more or leſs tons than is ſtated in this Scheme, the due proportion is to be calculated at the price per ton, as ſtated in the Scheme, and to be added or deducted accordingly on the reſpective articles.

The blocks for laying the keel on, making the capſtans, ſetting the pumps, preparing the launch, fitting the bilgeways, and launching the ſhip, are not included in this Scheme, but are propoſed to be performed by day-work; likewiſe, the dubbing down the ſides and ſquaring after the Caulkers.

The balluſters in the ſtern and galleries to be cut by the Joiners, and to be allowed horſes for bringing the timbers, beams, and thickſtuff, to the ſlips where the ſhips are building; or to the Docks, if a ſhip ſhould be repairing by taſk; and ſuch plank as is got on board for the flooring on the croſs-pauls, and afterwards to be uſed on the flat of the gun-deck, is to be got

74.	64.	60.	50.	44.	32.	28.	20.	Sloops.
,620	1,369.	1,285.	1,044.	879.	678.	594.	429.	300.
5. 5. 0	121. 19. 0	110. 17. 0	87. 10. 0	67. 18. 0	49. 10. 0	43. 16. 0	31. 0. 0	19. 17. 0
1,744	1,446	1,200	647	485	416	403	362	303 ½
4. 8. 0	144. 12. 0	120. 0. 0	64. 14. 0	48. 10. 0	41. 12. 0	40. 6. 0	36. 4. 0	30. 7. 0
1,518	1,283	1,157	979	787	570	494	358	250
. 12. 9	125. 12. 9	113. 4. 1	95. 17. 2	77. 1. 2	55. 18. 0	48. 7. 5	35. 0. 0	24. 9. 7
1,649	1,507	1,412	1,272	1,071	816	708	489	334
1. 9. 3	147. 11. 2	138. 5. 2	124. 11. 0	104. 17. 4	79. 18. 0	69. 6. 6	47. 17. 7	32. 14. 1
3. 6. 0	88. 6. 0	81. 0. 0	65. 0. 0	47. 16. 0	35. 9. 0	31. 19. 0	21. 13. 0	13. 1. 0
1,193	1,098	1,059	897	498	485	432	380	260
4. 5. 5	114. 7. 6	110. 6. 3	93. 8. 9	51. 17. 6	50. 10. 5	45. 0. 0	39. 11. 8	27. 1. 8
2,128	1,728	1,472	1,107	784	496	432	304	266
. 13. 4	180. 0. 0	153. 6. 8	115. 6. 3	81. 13. 4	51. 13. 4	45. 0. 0	31. 13. 4	27. 4. 2
2,728	2,169	1,820	1,434	1,117	806	744	416	259
. 16. 0	216. 18. 0	182. 0. 0	143. 8. 0	111. 14. 0	80. 12. 0	74. 8. 0	41. 12. 0	25. 18. 0

got into the ſhip by Labourers; the head and ſide brows, and boom athwart the ſtern part of the ſlip, alſo the ſtandards of the ſlips, and ſtandards for the ſtern ſtage, to be performed by day-work.

The prices againſt the foregoing articles are agreeable to the price per ton, as ſettled by Order from the Right honourable Lords Commiſſioners of the Admiralty, dated 4th Auguſt 1775.

No. 108.

WARRANT Eſtabliſhing the Taſk-Scheme.

By, &c.

HAVING in compliance with the directions of the Right honourable Lords Commiſſioners of the Admiralty, taken into our conſideration the reſults of the trials that have been made of employing the Shipwrights on Taſk-work, conformable to the Plan directed to be carried into execution by our Order 23 March laſt, and propoſed to their Lordſhips, making ſome alterations and additions to the prices and allowances mentioned in the ſaid Plan, which they have been pleaſed to approve by their Order of 4th inſtant; We ſend you herewith a corrected Plan, containing the allowances you are to make in future to the Shipwrights employed on Taſk for each article, and direct and require you, in addition thereto, if it ſhould happen in working the Timber that ſome pieces may prove defective, on which much labour may have been employed before the defect was diſcovered, to allow the Men upon the pieces being caſt, at the rate of a day and two tides extra, for the time they may have beſtowed upon them; viz. Stern-poſt, lower piece of Stem, Keel-pieces, Tranſoms, lower after-piece of Wale, ſide counter Timbers and Riders; and the defects of the Keel, if any ſhould happen, is to be made good by the day, and the falſe Keel put under in the ſame manner, without making any abatement for it from the total allowed for the workmanſhip. You are alſo to allow them the aſſiſtance of Shipwrights working by the day, in getting in and croſſing the upper, middle, gun-deck, and orlop Beams, and to take all poſſible care to examine the Timber before it is worked, to ſee that it is free from all viſible defects: to provide Iron-work ſo timely, as that the Men may not be delayed for want thereof, and to ſee that all the materials are ſawn as nearly to their ſcantlings as poſſible.

Their Lordſhips having alſo directed ſome alterations and additions to the Rules and Regulations before eſtabliſhed, you are to obſerve the ſame in the Articles hereafter mentioned; viz.

Article 1ſt. You are not to put ſuch of the Gangs upon Taſk-work, who, on its being their turn, ſhall deſire not to be ſo employed.

Article 4th. In the Plan, the gun-deck Portcills to be added to this Article.

Article 5th. The ſame rule is to be obſerved in all new work on Ships to be carried on by Day-work, as thoſe by Taſk, as near as may be, with reſpect to finiſhing the works, article by article, to the end; that at finiſhing any article the reſt may, if thought proper, be completed by Taſk.

Article 6th. And whereas that part of the 6th Article relating to the Men that are hurt, has, in ſome of the Yards, been miſunderſtood by the Workmen, you are to acquaint them it was never intended in ſuch caſes, to deprive them of the benefit of their day-pay, which they have lately been indulged with, when able to come to the Yard.

Article 7th. Upon vacancies of any of the Taſk Gangs, they are to be filled up with ſuch proper Men (if there are any) as may not have been ſhoaled in Taſk Gangs for want of a ſufficient number to form a Gang, and with Apprentices as they come out of their time, in preference to new-entered Men, provided they are fit, and have behaved well. With reſpect to the Day and Houſe Gangs, you are not to fill up the vacancies in them, as they ſhall be reduced by death, diſcharge, or deſertion.

Article 8th. The Men are not to work Taſk-work during the Winter months, unleſs they chuſe it.

Article 9th. In the Plan, the middle-deck Portcills to be added to this Article.

Article 10th. Where they happen to finiſh an Article in the middle or latter part of the day, the Men may have liberty to go out of the Yard.

Article 11th. In the Plan, the upper and Quarter-deck Portcills to be added to this Article.

Article 12th. The Men are not to work after the working hours of the Yard, unleſs where the Maſter Shipwright ſhall ſee an abſolute neceſſity for it; but care is to be taken that this indulgence be not abuſed.

Their

Their Lordſhips being well ſatisfied, that, with the allowances hereby eſtabliſhed for Taſk-work, the Shipwrights may work Taſk with great eaſe, as well as great advantage to themſelves, by a large increaſe of earnings, within the common working hours, and thereby reap the benefit intended them by this mode of work, you are to cauſe the Plan, Rules, and Regulations, to be communicated to them, that they may have full information of the encouragement hereby given them. And you are to obſerve, that when any new works ſhall be directed to be carried on by Taſk, they are to be done under the incloſed Plan, and theſe Rules and Regulations.

For, &c. 22nd Auguſt 1775.

M. S. J. W. G. M. W. P. R. T.

To the reſpective Officers
at all the Yards.

No. 109.

WARRANT Eſtabliſhing the Taſk Scheme.

By, &c.—3 May 1776.

THE Officers of His Majeſty's Yard at Deptford having repreſented to us, that, in carrying on the works of His Majeſty's Ships by Taſk, agreeably to the Scheme that has been tranſmitted to them for that purpoſe, they find ſome of the articles will bear a deduction, and others require an addition to be made to them, and having made us a propoſal thereon, we have maturely conſidered the ſame; and as the alterations will make no difference in the total price per ton allowed for completing the ſeveral claſſes of Ships, as confirmed by the Right honourable Lords Commiſſioners of the Admiralty, which you were directed to conform to by our Warrant 22 Auguſt 1775, but will make the earnings of the Shipwrights more equal, as has been experienced in His Majeſty's Yard at Deptford, where this mode of working has been carried further into execution than in any other of His Majeſty's Yards; We ſend you herewith a Scheme of Prices, with ſuch variations as we have thought proper to make to the Scheme, for carrying on the ſeveral Shipwrights works by Taſk before ſent you, as will make their earnings more equal; and do hereby direct and require you to conform thereto hereafter, in the ſeveral allowances to be made to the Workmen for carrying on the Articles of Taſk on His Majeſty's Ships of the ſeveral claſſes, at the prices reſpectively expreſſed againſt each of them.

As ſeveral of the Articles are for the advantage and convenience of the Workmen, blended together, you are to cauſe them to be undertaken and carried on together by the ſame Gangs.

To reſpective Officers Woolwich,
Chatham,
Sheerneſs,
Portſmouth,
Plymouth.

The like to Deptford; beginning "You having repreſented, &c."

PRICES of the ARTICLES for SHIPWRIGHTS TASK, agreeably to the Pri
4th Auguſt 1775: Alſo, an Adjuſtment of ſeveral Articles, in order to bring the Shipwrig
where the working of this Mode has been carried furt

Guns - -	100.	90.	80.	74.	64.	60.
Tons - -	2,164.	1,931.	1,615.	1,620.	1,369.	1,285.
Price per Ton.	£. 3. 1. 0.	3. 1. 0.	3. 1. 0.	2. 14. 0.	2. 14. 0.	2. 13. 0.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Article 1ſt. - - - - -	336 4 0	298 16 0	236 9 0	218 12 0	173 8 0	161 9 0
2. - - - - -	605 3 0	537 17 0	448 0 0	451 4 0	367 0 0	336 8 0
3. - - - - -	420 4 0	373 10 0	286 4 0	281 18 0	226 14 0	209 19 0
4. - - - - -	~~319 7 0~~	~~283 17 0~~	~~273 16 0~~	275 13 0	229 15 0	208 12 0
Pr Warr. 31 October 1782	334 13 0	310 17 0	290 13 0			
5. see the Warr. further on.	330 0 0	294 9 0	246 5 0	235 16 0	195 6 0	176 8 0
6. - - - - -	395 19 0	353 6 0	295 11 0	270 14 0	232 6 0	220 10 0
7. - - - - -	152 16 0	136 18 0	115 11 0	121 19 0	100 6 0	92 11 0
8. - - - - -	291 0 0	259 11 0	246 4 0	254 0 0	234 19 0	214 0 0
9. - - - - -	107 11 0	95 19 0	80 5 0	83 6 0	70 10 0	64 13 0
10. - - - - -	280 4 0	249 15 0	210 4 0			
11. - - - - -	178 2 0	159 0 0	133 0 0	77 2 0	65 14 0	60 14 0
12. - - - - -	287 0 0	255 11 0	213 0 0	226 2 0	201 10 0	176 8 0
13. - - - - -	264 0 0	235 11 0	197 0 0	195 12 0	162 17 0	158 16 0
14. - - - - -	376 3 0	341 10 0	290 12 0	288 12 0	245 13 0	225 5 0
15. - - - - -	92 7 0	82 9 0	68 18 0	69 9 0	58 12 0	53 18 0
16. - - - - -	360 0 0	323 6 0	257 12 0	246 0 0	205 8 0	194 15 0
17. - - - - -	195 10 0	176 14 0	144 11 0	132 6 0	114 8 0	105 1 0
18. - - - - -	126 13 0	113 15 0	91 10 0	88 0 0	80 6 0	69 10 0
19. - - - - -	160 3 0	144 0 0	120 19 0	125 10 0	117 12 0	110 12 0
20. - - - - -	381 4 0	339 1 0	281 7 0	293 9 0	257 12 0	239 3 0
21. - - - - -	297 0 0	265 0 0	221 12 0			
22. - - - - -	66 0 0	58 17 0	49 5 0	43 8 0	37 0 0	35 14 0
23. - - - - -	218 0 0	194 12 0	161 15 0	150 4 0	115 16 0	109 12 0
24. - - - - -	147 19 0	130 16 0	106 10 0	100 2 0	79 0 0	67 7 0
25. - - - - -	211 15 0	185 11 0	149 15 0	145 2 0	124 14 0	114 0 0
Total - - - -	~~6,630 4 0~~	~~5,889 11 0~~	~~4,925 15 0~~	4,374 0 0	3,696 6 0	3,405 5 0
	6,615 0 0	5,916 11 0	4,62 12 0			

(a.) Propoſed to be performed with the 24th Article, as a Gang cannot be wholly employed thereon at

(b.) From the 32-gun Ships and downwards, the 22d, 24th, and 25th Articles may be blended together,

(c.) To this Article is added the 10th from 74-gun Ships and downwards.

per Ton, as settled by the Right honourable Lords Commissioners of the Admiralty, by their Order, bearing on each Article more equal, as has been experienced in His Majesty's Yard at Deptford, into execution than in any other of His Majesty's Yards.

50.	44 and 38	32.	28.	20.	Sloops.	
1,044.	879.	678.	594.	429.	300.	
2. 12. 0.	2. 9. 0. 2. 8. 6. Pt Wart 27 Augst 1798.	2. 8. 0.	2. 7. 6.	2. 7. 0.	2. 5. 6.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
126 10 0	105 7 0	99 7 0	91 7 0	64 4 0	42 5 0	
269 8 0	224 17 0	181 8 0	167 8 0	119 0 0	78 10 0	
177 14 0	148 6 0	113 12 0	104 12 0	74 10 0	49 6 0	
143 4 0	118 17 0	99 6 0	91 8 0	65 5 0	43 6 0	
137 12 0	107 5 0	68 0 0	57 12 0	40 2 0	27 0 0	
189 0 0	150 2 0	129 12 0	120 0 0	86 6 0	58 11 0	
77 0 0	62 0 0	27 0 0				
171 17 0	136 4 0	103 19 0	87 14 0	64 15 0	41 15 0	
51 4 0	40 16 0					To be performed with the 11th Article, they being so short a time in performing.
48 18 0	39 10 0	30 13 0	30 0 0	27 0 0	20 18 0	
136 9 0	119 2 0	109 0 0	93 4 0	71 18 0	53 2 0	
123 10 0	102 8 0	96 11 0	81 15 0	67 8 0	44 10 0	
180 17 0	144 14 0	136 3 0	118 4 0	84 6 0	60 18 0	
42 16 0						The Catheads to be annexed to this Article, as in some Ships it cannot be compd without them.
160 12 0	125 19 0	101 3 0	85 6 0	52 2 0	30 5 0	
78 18 0	56 6 0	23 14 0	22 15 0	17 0 0	14 18 0	
55 18 0	43 5 0	30 3 0	27 14 0	18 14 0	16 5 0	
90 4 0	70 6 0	35 19 0	22 13 0	17 14 0	15 4 0	
188 6 0	150 2 0	86 4 0	74 10 0	47 1 0	30 4 0	
26 17 0	21 5 0	16 6 0	13 18 0	9 18 0	6 12 0	(a.)
88 18 0	70 9 0	48 6 0	41 8 0	29 13 0	16 17 0	
56 6 0	45 13 0	38 6 0	31 13 0	21 14 0	14 10 0	(b.)
92 10 0	70 18 0	52 12 0	47 14 0	31 13 0	17 14 0	(c.)
2,714 8 0	2,153 11 0	1,627 4 0	1,410 15 0	1,008 3 0	682 10 0	

time, this Article may very conveniently be performed therewith.

will ease both the Head and Stern.

No. 110.

LETTER from Mr. PARKIN, ſending a Scheme of Taſk, which he would propoſe to eſtabliſh.

Sheerneſs, 24th September 1805.

Sir,

I BEG leave to ſend the encloſed Account to Mr. Fordyce, with the book, the greateſt part of which may be neceſſary to be inſerted in it, for the guidance in carrying on the different articles of Taſk-work: I leave for Mr. Fordyce and you to examine, before it is put in the book; the figures in *red* are the article, at per ton, equalized, which hath been my guidance in regulating the different articles at per foot, agreeable to the Anſwer in the 3d Queſtion, which I have encloſed with the 17th, regulates my price at per foot upon each different Ship.

The Ships that have not the prices ſet off for the different articles at per ton, only at per foot, ſuppoſing it quite ſufficient, and thoſe which I have introduced agreeable to the ſizes now built; the 120, 110, large 74, the 38, and 36. The 80 gun-Ship upon three Decks, the 60 and 44 on two decks, there being none of thoſe claſſes now built, have omitted them; truſt it will be found to Mr. Fordyce and your expectations.

I am, Sir,

Your moſt obedient

humble Servant,

Alexander M'Leay, Eſq. *G. Parkin.*

The Average Earnings on each different Ship, agreeable to the Scheme of Task-work settled in 1775:

		s.	d.
100 Guns	2,164 tons	6	0 per day.
90	1,931	5	7
74	1,620	5	8
64	1,369	5	3
50	1,044	4	3
32	678	5	3
28	594	5	0
20	429	4	0
Sloop	300	3	1

The Answer to the 17th Question.

The Average Earnings of each Article of Task of a Ship of 100 guns.

		s.	d.
Article 1	$\frac{1}{6}$ over six Shillings	6	$4\frac{1}{2}$ per day.
2	$\frac{1}{6}$	6	9
3	$\frac{1}{8}$	6	9
4	$\frac{1}{10}$	6	7
5	-	6	0
6	$\frac{1}{12}$	6	6
7	$\frac{1}{4}$ under	4	6
8	$\frac{1}{4}$	4	6
9	$\frac{1}{8}$	5	3
10	$\frac{1}{8}$	5	3
11	$\frac{1}{15}$	5	$7\frac{1}{4}$
12	$\frac{1}{14}$	5	7
13	$\frac{1}{8}$	6	9
14	$\frac{1}{12}$	6	6
15	-	6	0
16	$\frac{1}{8}$	6	9
17	$\frac{1}{4}$	4	6
18	$\frac{1}{12}$	6	6
19	$\frac{1}{6}$	7	0
20	$\frac{1}{10}$	6	7
21	$\frac{1}{12}$	6	6
22	$\frac{1}{6}$	5	0
23	$\frac{1}{4}$	4	6
24	$\frac{1}{3}$	4	0
25	$\frac{1}{3}$	4	0

The Answer to the 3d Question.

No. III.—THE PROPOSED

AN ACCOUNT, furniſhed by Mr. PARKIN, one of the Aſſiſtants to

1ſt. THE PRICES ALLOWED BY THE PRESENT SCHEME

2nd. PRICES PROPOSED BY MR. PARKIN

3d. PRICES PROPOSED BY MR. PARKIN, CALCULA

GUNS		120.	110.	100.	100.	90.
NUMBER OF TONS		2,956.	2,565.	2,367	2,164.	1,931.
PRICE PER TON		£. s. d. 3. 1. 0.	£. s. d. 3. 1. 0.	£. s. d. 3. 1. 0.	£. s. d. 3. 1. 0.	£. s. 3. 1.
LENGTH, on the Gun Deck of Ships from 120 guns to 50 guns inclusive, on the Lower Deck of Ships from 38 guns to Sloops		206.	196.	191.	186.	177.
PRICE per Foot agreeably to the above lengths, to equalize the Workmanſhip		36. 10. 0.	36. 0. 0.	35. 15. 0.	35. 10. 0	35. 8.
PRICE per Ton to correſpond with the Price per Foot		2. 10. 10½.	2. 11. 9¼.	2. 17. 7¼.	3. 1 0½.	3. 4. 1
Article 1ſt. To trim, ſcarph, and put together the Keel, Stem, Bollard Timbers, Stern Frame, Dead-wood, and Floor Timbers; croſs, raiſe, and bolt the ſame; trim, get up the Harpins and Ribbands at the Floor Sirmark, and faſten and ſhore the ſame	1.	- -	- -	- -	336 4	298 1
	2	- -	- -	- -	315 4	282
	3	358 18	336 16	325 19	315 4	299
Article 2d. To trim and put together the Frame Bends, with dry plank or board, as may be required, between them; trim and faſten the Chocks at the Heads and Heels, bolt and raiſe the ſame, and bolt the reſpective Floors and firſt Futtocks together; croſs-paul and ſet the Frame to rights; trim and get up all the Harpins and Ribbands at the ſeveral Sirmarks, and properly ſhore the ſame	1.	- -	- -	- -	605 3	537 1
	2.	- -	- -	- -	530 3	473
	3.	647 4	598 0	578 15	558 11	531
Article 3d. To trim, get up, and faſten all the Filling-Timbers, Hauſe-pieces, Side and Counter-timbers of the Stern, ſhort Timbers over the Ports, and thoſe that make the ſides of Gallery Doors, the two Counter Rails, and entirely to complete the Frame	1.	- -	- -	- -	420 4	373 1
	2.	- -	- -	- -	368 4	328 1
	3.	419 5	393 8	382 15	368 4	346
Article 4th. To complete the Chocking, dub the Frame fair within and without board to its ſcantling, trim, let down, and bolt the Keelſon	1.	- -	- -	- -	319 7	283 1
	2.	- -	- -	- -	287 7	256
	3.	294 4	276 4	266 13	258 19	247 1

SCHEME OF TASK.

ſter Shipwright at SHEERNESS YARD;—ſhewing,

SK-WORK, CALCULATED ACCORDING TO THE TONNAGE.

DER TO EQUALIZE DITTO.

CORDING TO THE FOOT IN LENGTH.

74.	74.	64.	50.	38.	36.	32.	28.	20.	Sloop.
1,900.	1,620.	1,369.	1,044.	1,000.	900.	678.	594.	429.	300.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
2. 14. 0.	2. 14. 0.	2. 14. 0.	2. 12. 0.	2. 8. 0.	2. 8. 0.	2. 8. 0.	2. 7. 6.	2. 7. 0.	2. 5. 6.
180.	168.	159.	146.	146.	137.	126.	120.	103.	96.
17. 0. 0.	26. 18. 0.	26. 10. 0	26. 0. 0.	15. 0. 0.	14. 17. 0.	14. 14. 0.	14. 0. 0.	14. 0. 0.	14. 0. 0.
. 11. 1¼.	2. 15. 9½.	3. 1. 6½.	3. 12. 8½.	2. 3. 9½.	2. 5. 2½.	2. 14. 7½.	2. 16. 6¾.	3. 10. 5¼.	4. 9. 7.
- -	218 12	173 8	126 10	- -	- -	99 7	91 7	64 4	42 5
- -	205 12	173 15	127 12	- -	- -	- -	87 12	62 12	42 7
230 9	212 8	198 1	178 8	133 14	124 4	111 9	104 6	93 17	83 9
- -	451 4	367 0	269 8	- -	- -	181 8	167 8	119 0	78 10
- -	400 4	338 4	248 7	- -	- -	166 8	146 13	104 18	70 19
474 2	436 18	408 1	368 18	238 2	221 10	199 4	185 18	166 7	147 4
- -	281 18	226 14	174 14	- -	- -	113 12	104 12	74 10	49 6
- -	251 18	212 17	156 9		-	102 12	90 11	64 12	43 16
283 18	260 5	242 13	218 12	138 1	128 6	115 0	107 14	96 19	86 3
- -	275 13	229 15	143 4	- -	- -	99 6	91 8	65 5	43 6
- -	248 13	210 3	154 6	- -	- -	89 6	78 15	56 6	38 2
240 16	233 10	217 0	194 4	106 0	98 3	87 12	82 11	75 4	68 11

GUNS		120.	110.	100.	100.	90.
Article 5th. To trim and let in the Gun-deck Port-cells, and trim, get about, and faſten the Mainwales and Thickſtuff, above and below them	1.	- -	- -	- -	330 0	294 9
	2.	- -	- -	- -	- -	- -
	3.	375 16	352 12	341 5	330 0	308 3
Article 6th. To complete all the planking of the Bottom, and faſten the ſame	1.	- -	- -	- -	395 19	353 6
	2.	- -	- -	- -	362 19	323 17
	3.	413 6	387 17	375 7	362 19	340 9
Article 7th. To trim, get about, and faſten the Orlop Clamps, trim and ſcarph the Beams, and bolt them, cut to a length, get on board and let them down on the Clamps, trim, fay, and bolt the Lodging Knees, and pillar the Beams	1.	- -	- -	- -	152 16	136 18
	2.	- -	- -	- -	176 16	163 18
	3.	215 18	202 12	196 1	189 12	179 9
Article 8th. To trim, get about, and faſten the Gun-deck Clamps, and ſtrake upon the ends of the Orlop Beams, trim and ſcarph the Beams and bolt them, cut to a length, get on board and let them down on the Clamps, trim, fay, and faſten the Hanging and Lodging Knees and Standard Knees to the Orlop Beams, ſet the Beams fair, and pillar them where neceſſary	1.	- -	- -	- -	291 0	259 11
	2.	- -	- -	- -	364 0	324 16
	3.	414 10	388 19	376 8	364 0	354 17
Article 9. To trim and let in the middle Port-cells, get about and faſten the Channel Wale, and ſheet in between that and the upper edge of the Blackſtrake	1.	- -	- -	- -	107 11	95 19
	2.	- -	- -	- -	120 11	107 11
	3.	137 5	128 16	124 13	120 11	114 8
Article 10. To trim, get about, and faſten the middle Deck Clamps, and lower Deck Spirketting; ſhut in and faſten the Plank between the lower Deck Spirketting and middle Deck Clamps; trim and ſcarph the Beams, and bolt them; cut to a length, get on board, and let them down on the Clamps; trim, fay, and faſten the Hanging and Lodging Knees	1.	- -	- -	- -	280 4	249 15
	2.	- -	- -	- -	315 4	282 5
	3.	358 18	336 16	325 19	315 4	299 3
Article 11th. To trim and let in the Upper and Quarter-deck Port-cells; trim, get about, and faſten the Sheer Wale, ſhut in between that and the Channel Wale; trim, get about and faſten the Sheer Strake; ſhut in between that and the Sheer Wale, and the Plank on the Sides above the Sheer Strake. In Frigates and downwards it is between the Sheer Strake and Black Strake.	1.	- -	- -	- -	178 2	159 0
	2.	- -	- -	- -	190 2	169 13
	3.	216 9	203 2	196 12	190 2	180 8
Article 12th. To trim, bring to, and faſten the Upper-deck Clamps, and Middle-deck Spirketting, in three-deck Ships, and Lower-deck Spirketting, and Upper-deck Clamps, in three-deck Ships, and between the Upper-deck Clamps and Gun-deck Spirketting, in two-deck Ships; trim, ſcarph, and bolt the Beams, cut to a length, get on board, and let them down on the Clamps; trim, fay, and faſten the Hanging and Lodging Knees	1.	- -	- -	- -	287 0	255 11
	2.	- -	- -	- -	303 0	274 17
	3.	350 14	329 2	318 10	303 0	292 3

74.	74.	64.	50.	38.	36.	32.	28.	20.	Sloop.
- -	235 16	195 6	137 12	- -	- -	68 0	57 12	40 2	27 0
- -	- -	199 5	146 18	- -	- -	- -	59 19	42 17	29 0
262 10	243 12	227 2	204 12	91 10	85 0	76 5	71 8	64 5	57 2
- -	270 14	232 6	189 0	- -	- -	129 12	120 0	86 6	58 11
- -	253 14	214 8	157 9	- -	- -	- -	114 5	81 13	55 6
281 18	262 2	244 7	220 3	174 8	162 0	145 7	136 1	122 9	108 17
- -	121 19	100 6	77 0	- -	- -	27 0	—	—	—
- -	151 19	128 8	94 5	—	—	—	—	—	—
168 17	157 0	146 8	131 17	36 6	33 15	30 6	—	—	—
- -	254 0	234 19	171 17	- -	- -	103 19	87 14	64 15	41 15
- -	317 0	267 18	196 7	- -	- -	110 19	97 16	69 18	47 6
342 2	327 10	305 7	275 2	149 6	138 14	124 12	116 10	104 17	93 4
- -	83 6	70 10	51 4	—	—	—	—	—	—
- -	93 6	78 17	57 17	—	—	—	—	—	—
103 13	96 6	89 16	80 18	—	—	—	—	—	—
- -	77 2	65 14	48 18	- -	- -	30 13	30 0	27 0	20 18
- -	82 2	69 8	50 18	- -	- -	-	27 0	19 6	13 3
91 4	84 16	79 1	71 5	41 5	38 6	34 7	32 4	28 19	25 14
- -	226 2	201 10	136 9	- -	- -	109 0	93 4	71 18	53 2
- -	242 2	204 12	150 5	- -	- -	117 0	103 3	73 14	49 18
275 0	250 3	233 5	210 2	157 9	146 5	131 5	122 17	110 11	98 5

Guns		120.	110.	100.	100.	90.
Article 13th. To frame the Upper-deck with Carlings and Ledges; lay the Flatt; let down the Comings and Headledges, and faſten them; trim, bring about, and faſten the Spirketting; get up and faſten the main Jeer and Top-ſail Sheet Bitts; trim and ſay the Standards; bore fore, and drive all the Ring and Eye-bolts to the Ports, and on the flat of the Deck, and to let out the Scuppers - - -	1.	- -	- -	- -	264 0	235 1
	2.	- -	- -	- -	231 0	206 1
	3.	263 1	246 18	238 18	231 0	219
Article 14th. To trim, get about, and faſten the Quarter-deck and Forecaſtle Clamps, ſtring in the Waiſt; ſhut in between that and the upper edge of the Spirketting; trim and ſcarph the Beams, Quarter-deck, and Forecaſtle; cut to a length, get on board, and let them down on the Clamp; trim, ſay, and faſten the Hanging and Lodging Knees; trim, get on board, and faſten the Catheads; frame and lay the flat of the Decks; let down and faſten the Comings and Headledges; trim and get into their places the Fore Jeer and Topſail Sheet Bitts; trim and let down the Skidbeams and Gangboards, and put up the Breaſtworks and Bellfrey; trim, get about, and faſten the Quarter-deck and Forecaſtle Spirketting, and prepare all the fixed Blocks; put in the fillings between the Timbers; trim, let over, and faſten the Plankſheers in the Waiſt, and the Drifts, afore and abaft it - - - - - - -	1.	- -	- -	- -	376 3	341 1
	2.	- -	- -	- -	345 3	307
	3.	393 1	368 16	356 18	345 3	327 1
Article 15th. To get about the Round-houſe Clamps; trim, get on board, and let down the Beams; trim, ſay, and faſten all the Hanging and Lodging Knees; ſhut in between the Clamps and Quarter-deck Spirketting; lay the flat of the Deck, get about the Spirketting, and faſten the ſame; trim and faſten the Knees againſt the Taffrail; trim and let on the Timbers the Tranſom, at the height of the Sheer, and knee it; trim and faſten the Bitts, Stantions, or Knees, and Rails for the Breaſtwork, and put down the Comings for the Companion, and to complete every thing on the Round-houſe, and get the Plankſheers on and faſten them - - - - - - - -	1.	- -	- -	- -	92 7	82
	2.	- -	- -	- -	- -	- -
	3.	105 3	98 13	95 10	92 7	87
Article 16th. To trim, bring to, and faſten all the Thickſtuff and Foot-wailing in the Hold, below the Orlop Clamps; get in the Platform Beams, and knee them where directed - -	1.	- -	- -	- -	360 0	323
	2.	- -	- -	- -	315 0	282
	3.	358 14	336 12	325 15	315 0	298 1
Article 17th. To trim, ſay, and faſten all the Riders, Breaſthooks, Crutches, Steps of Maſts, Knees or Sleepers to the Tranſom below the Gun-deck, and the fore and main Riding Bitts in Frigates downwards; the 17th, 18th, and 19th Articles, to be blended together - - - - - - - -	1.	- -	- -	- -	195 10	176
	2.	- -	- -	- -	244 10	218
	3.	278 8	261 5	252 17	244 10	232

74.	74.	64.	50.	38.	36.	32.	28.	20.	Sloop.
- -	195 12	162 17	123 10	- -	- -	96 11	81 15	67 8	44 10
- -	171 12	145 0	106 9	- -	- -	88 11	78 1	55 16	37 15
194 13	177 6	165 6	148 18	119 3	110 14	99 7	92 19	83 13	74 7
- -	288 12	245 13	180 17	- -	- -	136 3	118 4	84 6	60 18
- -	264 12	223 13	164 4	- -	- -	- -	120 1	85 16	58 1
294 0	273 8	254 18	229 13	183 4	170 4	152 14	142 19	128 13	114 7
- -	69 9	58 12	42 16	—	—	—	—	—	—
- -	- -	- -	43 4	—	—	—	—	—	—
76 19	71 15	66 18	60 5	—	—	—	—	—	—
- -	246 0	205 8	160 12	- -	- -	101 3	85 6	50 2	30 5
- -	217 0	183 8	134 12	- -	- -	- -	89 2	63 15	43 3
241 2	224 2	209 1	188 6	136 1	126 9	113 12	106 4	95 11	84 19
- -	132 6	114 8	78 18	- -	- -	23 14	22 15	17 0	14 18
- -	166 6	140 10	103 4	- -	- -	- -	20 17	14 19	10 2
184 15	171 16	160 4	144 6	31 9	29 12	26 12	24 18	22 8	19 18

Guns		120.	110.	100.	100.	90.
Article 18th. To rabbet or cypher, as may be directed, the Plank for all the Bulkheads in the Hold, the After Powder Room, Well and Shot Lockers, and build the ſame; trim, cut to a length, and put in the Palleting Beams for the Magazine, Filling, and Light Rooms; lay the Flatt, and build the Powder Cheſts; put up the Jambs, and fix the Lights, and entirely complete the whole of the work in this part of the Ship	1.	- -	- -	- -	126 13	113 15
	2.	- -	- -	- -	116 13	104 [illegible]
	3.	132 17	124 13	120 13	116 13	110 12
Article 19th. To frame the Orlop with Ledges and Carlings; lay the Flatt, and the Fore and After Platforms, put up the Stantions in the Wings, and for the Stow Rooms and Sail Room; to birth up and complete all the ſaid Store Rooms and Sail Rooms, line the Bread Room, and complete the Well above the Orlop	1.	- -	- -	- -	160 3	144 0
	2.	- -	- -	- -	133 3	118 16
	3.	151 12	142 5	137 14	133 3	126 8
Article 20th. To frame with Carlings and Ledges the Gun-deck; lay the Flatt, let down and faſten the Comings and Headledges, trim and faſten the Standards againſt the Stand Poſt and Stem, and thoſe againſt the Riding Bitts, alſo the Croſs-pieces to the main Bitts; trim, fay, and ſhoal all the Standards at the Side-frame, the partners of the Maſt, ſet up the Pillars under the Middle or Upper-deck Beams, bore, drive, and clinch all the Stopper Bolts, Ring and Eye-bolts, in the ſide and flatt of the Deck; trim, fay, and faſten the Wing Tranſom Knees, Helm Port Tranſom and Knees, make and hang the Cap Scuttles on the Flatt of the Deck, and let out Scuppers	1.	- -	- -	- -	381 4	339 1
	2.	- -	- -	- -	343 4	316 5
	3.	390 16	366 14	354 18	343 4	325 14
Article 21ſt. To frame the Middle-deck with Carlings and Ledges; let down and faſten the Comings and Headledges, lay the Flatt of the Deck; trim, fay, and faſten the Standard againſt the Stem, trim, put together, and faſten the Partners, the Maſts, and Bowſprit, trim and fay all the wood Standards, put up the Pillars under the Upper-deck Beams, trim, let aft, and faſten to the Stern Timbers the Tranſom at the height of the Port Cells, and knee it, bore fore and drive all the Ring and Eye-bolts for the Guns, &c. in the Ship's ſide and flatt of the Deck, and to lay the Cants for the Firehearth, and Cants for Cabins, and let out all the Scuppers	1.	- -	- -	- -	297 0	265 0
	2.	- -	- -	- -	275 0	245 8
	3.	312 8	293 13	284 8	275 0	261 0
Article 22d. To make all the Gratings, Ladders, and Staircaſes in the Ship	1.	- -	- -	- -	66 0	58 17
	2.	- -	- -	- -	77 0	68 15
	3.	87 13	82 5	79 12	77 0	73 2

74.	74.	64.	50.	38.	36.	32.	28.	20.	Sloop.
- -	88 0	80 6	55 18	- -	- -	33 0	27 14	18 14	16 5
- -	81 0	68 8	50 0	- -	- -	30 3	26 11	19 0	12 17
90 0	83 14	78 1	70 6	40 1	37 13	33 16	31 13	28 10	25 6
- -	125 10	117 12	90 4	- -	- -	35 19	22 13	17 14	15 4
- -	105 10	89 3	65 9	- -	- -	- -	31 13	22 13	15 7
117 4	109 0	101 13	91 11	48 7	44 18	41 17	37 15	33 19	30 4
- -	293 9	257 12	180 6	- -	- -	86 4	74 10	47 10	30 4
- -	264 9	223 10	164 2	- -	- -	79 4	69 15	49 12	33 16
293 16	272 15	254 6	229 2	106 11	99 0	88 17	83 3	74 17	66 10
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
- -	43 8	37 0	26 17	- -	- -	16 6	13 18	9 18	6 12
- -	50 8	42 11	31 5	- -	- -	19 6	17 7	12 3	8 5
56 0	51 15	48 5	43 9	25 19	24 2	21 13	20 5	18 5	16 4

GUNS		120.	110.	100.	100.	90.
Article 23d. To prepare, let into the Ship's ſide, and faſten the main and foreſheet, and maintack Blocks; prepare all the Rails on the Ede for the Joiners; let over the Fiferails afore and abaft, and faſten them; put together and faſten to the Ship's ſide all the Channels and Backſtay Stools; get up and faſten the Ring and Eye-plates to them; prepare all the Skids, Fenders, and Linings of the Anchors, and faſten the ſame; get up all the Dead-eyes, drive all the Chain and Preventer Bolts, and complete all the Iron Work of the Channels, and make and hang all the Portlids, and drive all the Eye-bolts neceſſary in the ſide	1.	- -	- -	- -	218 0	194 1
	2.	- -	- -	- -	269 0	240
	3.	306 15	287 13	278 3	269 0	255
Article 24th. To make the Knee of the Head and Gripe, bolt the ſame, prepare the Block for the Figure of the Head, Checks, Rails, Timbers, Standards, Croſs-pieces, Knees, Quoif, and Supporters, and faſten the ſame; put up the Stantions of the Beakhead, Bulkhead, and birth up the ſame; build the Roundhouſes and Seats of Eaſe; prepare and faſten the Falſerails, lay the Flat of the Beakhead, and complete the whole of the Works in the Head	1.	- -	- -	- -	147 19	130 1
	2.	- -	- -	- -	196 19	175 1
	3.	224 5	210 9	203 14	196 19	186 1
Article 25th. To put the Falſe Keel under the Ship, and faſten the ſame; make the Rother, put on and faſten the Pintles and Braces; trim and fit the Tillers and Sweep, birth up the lower and ſecond Counters; make and hang the Counter Portlids; make and faſten the Stools for the Galleries; to trim and faſten all the Rails on the right aft, and Rims for the Galleries, and Stern Ballaſters, and birth up the backing of the Taffrail; prepare the Taffrail, and Quarter-pieces for the Carver, and build and entirely complete the Stern and Galleries	1.	- -	- -	- -	211 15	185 1
	2.	- -	- -	- -	282 15	252
	3.	321 19	302 2	292 8	282 15	268
TOTALS at per TON		9,015. 16.	7,818. 5.	7,209. 7.	6,600. 4.	5,889.
TOTALS at per FOOT		7,519. 0.	7,056. 0.	6,828. 5.	6,630. 0.	6,265.
DIFFERENCE between the Price per Ton, and the Price per Foot, to equalize the Workmanſhip on each Ship		1,496. 16. Decreaſe.	762. 5 Decreaſe.	381. 2. Decreaſe.	2. 16. Increaſe.	376. Increaſ

74.	74.	64.	50.	38.	36.	32.	28.	20.	Sloop.
- -	150 4	115 16	88 18	- -	- -	48 6	41 8	29 13	16 17
- -	188 4	159 0	116 15	- -	- -	60 6	53 2	38 1	25 14
209 2	194 9	181 9	163 9	81 5	75 7	67 13	63 6	56 19	50 13
- -	100 2	79 0	56 6	- -	- -	38 6	31 13	21 14	14 16
- -	135 2	114 6	83 18	- -	- -	51 6	45 4	32 7	21 8
150 2	139 12	130 2	117 4	69 16	64 12	55 17	53 17	48 10	43 4
- -	145 2	124 14	92 10	- -	- -	52 12	47 14	31 13	17 14
- -	178 2	150 10	110 13	- -	- -	60 12	58 8	38 5	25 17
197 18	184 17	172 6	155 10	81 11	75 15	67 19	63 12	57 6	50 18
5,130. 0.	4,374. 0.	3,696. 6.	2,714. 8.	2,400. 0.	2,160. 0.	1,627. 4.	1,410. 15.	1,008. 3.	682. 10.
4,860. 0.	4,519. 0	4,213. 10.	3,796. 0.	2,190. 0.	2,034. 0.	1,852. 4.	1,680. 0.	1,512. 0.	1,344. 0.
270. 0.	145. 0	517. 4.	1,081. 12.	210. 0.	125. 11	225. 0.	269. 5.	503. 17.	661. 10
Decreaſe.	Increaſe.	Increaſe.	Increaſe.	Decreaſe.	Decreaſe.	Increaſe.	Increaſe.	Increaſe.	Increaſe.

No. 112.

LETTER from Mr. PARKIN, propoſing One-ſixth Increaſe to the Price in his Scheme of Taſk.

Sheerneſs, 24th September 1805.

Sir,

I HUMBLY beg leave to obſerve, in addition to the equalizing the Taſk-work at per foot, there ſhould be 1-6th increaſe in conſequence of the difference in the Materials now and when the Taſk was firſt eſtabliſhed; they are not ſo applicable and more particular with the increaſed ſize of each claſs of Ships. Beams of the different Decks on each Ship were then provided in one, two, and three pieces, now they are provided in two, three, and four pieces. Planking and laying the flat of Decks there is obliged to be a greater number of Strakes, ſometimes in Ship Wales, particularly in Gun-deck clamps, Thickſtuff at the floor and firſt Futtock heads foot wailing; bottom and topſides. To equalize the Taſk agreeable to the prices of Job on the old Ships, it will require to increaſe 1-3d. Shipwrights employed on Job in Midſummer Quarter laſt, their earnings have amounted to £25. and from that to £35. which will ſhew how much ſuperior the prices at Job are to the prices of Taſk, by the Anſwer to the 17th Queſtion.

Reſpecting the allowances in making of ſtages to carry on the work, by Job, they are all paid for in addition. Taſk they are not. Ships that have ſtood to ſeaſon, it hath always been found neceſſary to dub the Timbers again, that, with the Stages for ſetting of the height of the Wales and Gun-deck clamps ſhould be paid for in addition, to give time for ſetting of the work, and in getting Materials ready before the Taſk can commence, neceſſary help to be allowed, which will vary according to the ſize; and the number of Shipwrights employed on the Ship in performing the ſeveral articles of Taſk, is to aſſiſt them with Labourers in getting the Keel on the Blocks, raiſing the Stem, Stern Frame, Frames and Knee of the Head, getting on board the Keelſon, all the Beams of the different Decks, Hooks, Crutches, Steps and Riders; in addition to the aſſiſtance at particular times, it will require conſtantly the employ of eight to twelve Labourers, with a Team of Horſe, to carry the Materials from the Sawpits to the Ship-building.

I remain, Sir,
your moſt obedient
humble Servant,

Jn° Fordyce, Eſq. *G. Parkin.*

No. 113.

Extract of a LETTER from Mr. PARKIN to Mr. BRIGGS, Secretary to the Board of Naval Reviſion.

Dated 13th May 1806.

IN anſwer to yours of the 10th inſtant, which I received this day, beg leave to obſerve, from the many different opinions that have prevailed reſpecting the fitting Ships for a ſtate of ordinary, particularly as the orders differ ſo much from thoſe in 1775, by the Ships being brought to a more forward ſtate. I therefore beg to remark, it will be found that my collection of the Taſk is ſo arranged in each article, to bring it to the preſent orders, and every thing neceſſary for that purpoſe is mentioned in the 25 Articles of the Taſk-work. The launching, docking, coppering, and undocking, will be an addition that hath always been the caſe, and is performed by the prices in the Job-book.

No. 114.

An ACCOUNT, ſhewing the Average Earnings of the Shipwrights employed by Taſk, during the common working hours in Summer and Winter, if 4*s*. 2*d*. be conſidered the day pay for a Shipwright, and if that rate be kept in view in forming the Scheme of Taſk.

SUMMER.	£.	*s*.	*d*.
Day pay	0	4	2
Half more when working by the piece	0	2	1
Chip-money	0	0	6
£.	0	6	9 per day.

WINTER.	£.	s.	d.
Day-pay	0	4	2
¼ more when working by the piece	0	2	1
	0	6	3
Deduct 1-4th for leſs work done in Winter than in Summer	0	1	6¾
	0	4	8¼
Chip-money	0	0	6
£.	0	5	2¼

No. 115.

An ACCOUNT, ſhewing the Average Earnings of the Shipwrights employed by Taſk during the common working hours, in Summer and Winter, if 1-12th part be added to the Prices propoſed by Mr. PARKIN in his Scheme of Taſk, which is formed to yield to the Men 6*s.* per day in Summer and 4*s.* 6*d.* in Winter.

SUMMER.	£.	s.	d.	
Earnings according to Mr. Parkin's Scheme	0	6	0	
1-12th addition	0	0	6	
	0	6	6	
Chip-money	0	0	6	
	0	7	0	per day.

WINTER.	£.	s.	d.
From the Earnings in Summer	0	6	6
Deduct 1-4th for leſs work done in Winter	0	1	7½
	0	4	10½
Chip-money	0	0	6
£.	0	5	4½

No. 116.

Propoſed SCHEME of PRICES for performing Shipwrights Works on the ſeveral Claſſes of Ships, by JOB.

Prepared under the direction of the Commiſſioners for Reviſing, &c. the Civil Affairs of His Majeſty's Navy, by Mr. G. PARKIN, one of the Aſſiſtants to the Maſter Shipwright of Sheerneſs Yard.

THICKSTUFF AND PLANK, TO SPLIT OUT.	Inches thick.	Price.
		d.
Thickſtuff and Plank, to ſplit out of - - - - per foot	10	7
— — — — — — - - - —	9½ 9	6½
— — — — — — - - - —	8½ 8	5½
— — — — — — - - - —	7½ 7	4½
— — — — — — - - - —	6½ 6	3½
— — — — — — - - - —	5½ 5	3
— — — — — — - - - —	4½ 4	2½
— — — — — — - - - —	3½ 3	2
— — — — — — - - - —	2½ 2	1½
— — — — — — - - - —	1½	1
THICKSTUFF and PLANK, to Take Off and Put On.		
		d.
To take off within and without Board - - - - per foot	10	6½
— — — — — — - - - —	9½ 9	6
— — — — — — - - - —	8½ 8	5
— — — — — — - - - —	7½ 7	4
— — — — — — - - - —	6½ 6	3
— — — — — — - - - —	5½ 5	2½
— — — — — — - - - —	4½ 4	2
— — — — — — - - - —	3	1½
— — — — — — - - - —	2	1
— — — — — — - - - —	1½	*s.* ¾
To trim, bring to, and faſten — - - - - —	10	1 1
— — — — — — - - - —	9½	1 0½
— — — — — — - - - —	9	1 0
— — — — — — - - - —	8½	11½
— — — — — — - - - —	8	11
— — — — — — - - - —	7½	10½
— — — — — — - - - —	7	10
— — — — — — - - - —	6½	9
— — — — — — - - - —	6	8
— — — — — — - - - —	5½	7
— — — — — — - - - —	5	6½
— — — — — — - - - —	4½	6
— — — — — — - - - —	4	5

THICKSTUFF and PLANK, to Take Off and Put On.	Inches thick.	Price.
		d.
To trim, bring to, and fasten - - - - - - per foot	3	4
— — — — — — — — —	2	3
— — — — — — — — —	1½	2
To spot over, and refasten - - - - - - - —	10	8
— — — — — — — — —	9½ } 9 }	7½
— — — — — — — — —	8½ } 8 }	6½
— — — — — — — — —	7½ } 7 }	5½
— — — — — — — — —	6½ } 6 }	5
— — — — — — — — —	5½	4½
— — — — — — — — —	5	4
— — — — — — — — —	4½	3½
— — — — — — — — —	4	3
— — — — — — — — —	3	2
— — — — — — — — —	2	1½
THICKSTUFF and PLANK, to Take Up and Put Down.		
		d.
Waterways, to take up - - - - - - - - per foot	15	9
— — — — — — — — —	14	8
— — — — — — — — —	13	8
— — — — — — — — —	12	7½
— — — — — — — — —	11	7
— — — — — — — — —	10	6½
— — — — — — — — —	9	6
— — — — — — — — —	8	5½
— — — — — — — — —	7	4
— — — — — — — — —	6	3½
— — — — — — — — —	5½ } 5 }	3
— — — — — — — — —	4½	2½
— — — — — — — — —	4	2
— — — — — — — — —	3½ } 3 }	1½
— — to trim and fasten - - - - - - —		s.
— — — — — — — — —	15	1 4
— — — — — — — — —	14	1 3
— — — — — — — — —	13	1 2
— — — — — — — — —	12	1 1
— — — — — — — — —	11	1 0
— — — — — — — — —	10	11
— — — — — — — — —	9	10
— — — — — — — — —	8	9
— — — — — — — — —	7	8
THICKSTUFF and PLANK, to Put Down.		
		d.
Waterways, to trim and fasten - - - - - - per foot	6	7
— — — — — — — — —	5½	6½
— — — — — — — — —	5	6
— — — — — — — — —	4½	5½
— — — — — — — — —	4	5
— — — — — — — — —	3½	4½
— — — — — — — — —	3	4
— — to spot over, and refasten - - - - —	15	9
— — — — — — — — —	14	8½
— — — — — — — — —	13	8
— — — — — — — — —	12	7½

The Propoſed SCHEME of PRICES, for performing Shipwrights Works

THICK STUFF and PLANK, to Put-Down.	Inches thick.	Price.
		d.
Waterways, to ſpot over and refaſten - - - - per foot	11	7
— — — — — - - - - —	10	6½
— — — — — - - - - —	9	6
— — — — — - - - - —	8	5½
— — — — — - - - - —	7	5
— — — — — - - - - —	6	4½
— — — — — - - - - —	5½	4
— — — — — - - - - —	5	3½
— — — — — - - - - —	4½	3
— — — — — - - - - —	4	2½
— — — — — - - - - —	3½	2
— — — — — - - - - —	3	1½
THICK STUFF and PLANK, to Take Up and Put Down.		
Binding Strakes on the Flat, to take up - - - per foot	8 7	3½
— — — — — - - - - —	6 5	3
— — — — — - - - - —	4½ 4	2
— — — — — - - - - —	3½	1½
— — to trim, let down, and faſten - - —	8	10
— — — — — - - - - —	7	8½
— — — — — - - - - —	6	7
— — — — — - - - - —	5	6
— — — — — - - - - —	4½	5½
— — — — — - - - - —	4	5
— — — — — - - - - —	3½	4
Flat of Decks to take up, of Oak or Fir, and clear the Nails	4 3	1½
— — — — — - - - - —	2½ 2	1
— — — — — - - - - —	1½	0½
— — to lay off Oak, and faſten with Treenails - -	4	5
— — — — — - ſpike-nailed —	4	4
— — — — — - - - - —	3 2½	3
— — — — — - - - - —	2	2½
— — — — — - - - - —	1½	2
— — to lay off, Fir - - - - - - per foot	4	3½
— — — — — - - - - —	3 2½	2½
— — — — — - - - - —	2	2
— — — — — - - - - —	1½	1½
BULK-HEADS, to Take Off and Put-On.		
Plank, rabbeted or cyphered, to take off - - - per foot	3	1½
— — — — — - - - - —	2 1½	1
— — to cypher, and faſten, of Oak - - —	3	4½
— — — — — - - - - —	2	3½
— — — — — - - - - —	1½	3
— — — — — of Fir - - —	3	3

on the ſeveral Claſſes of Ships, by JOB—*continued.*

BULKHEADS, to Take Off and Put On.	Inches thick.	Price.
		d.
Plank, to cypher and faſten, of Fir - - - - - per foot	2	2½
— — — — — - - - - —	1½	2
— to edge for rabbetting, and faſten of Oak - —	3	3
— — — — — - - - - —	2	2½
— — — — — - - - - —	1½	2
— — — — — - of Fir - —	3	2½
— — — — — - - - - —	2	2
— — — — — - - - - —	1½	1½
— to trim, rabbet, and faſten Oak of - - - —	3	6
— — — — — - - - - —	2	5
— — — — — - - - - —	1½	4½
BULKHEADS and LINING, to Take Off and Put On.		
To trim, rabbet, and faſten Fir of - - - - - - per foot	3	5
— — — — — - - - - —	2	4
— — — — — - - - - —	1½	3½
Battens to Bulkheads, to take down - - - - —	⅝	½
Cants to Lining — — - - - - —	⅝	¼
Lining on Bulkheads and Flats - - - - - - —	¾	½
Bulkheads of Fir, to take — - - - - —	1¼	1
— — to put up and faſten - - - - —	1¼	1½
Lining, wet - - - - — — - - - - —	¾	1½
— dry - - - - — — - - - - —	¾	1
Cants to Lining, to fit, and, - — - - - - —	⅝	½
Battens to Bulkheads - - - - - - - - - —	⅝	½
DOUBLING, to Take Off and Put On.		
Doubling, to take off, ſpike-nailed, or bolted - - per foot	8	3
— — — — — - - - - —	7	2½
— — — — — - - - - —	6	2
— — — — — - - - - —	5	1½
— — — — — - - - - —	4	1
— — — — — - - - - —	3	
— — — — — - - - - —	2	¾
— — — — — - - - - —	1	½
— — — — — - - - - —	¾	
— to trim, bring to, and faſten, ſpike-nailed or bolted	8	10
— — — — — - - - - —	7	9
— — — — — - - - - —	6	7
— — — — — - - - - —	5	5
— — — — — - - - - —	4	4
— — — — — - - - - —	3	3
— — — — — - - - - —	2	2
— — — — — - - - - —	1	1
— — — — — - - - - —	¾	

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

FRAME.	120 & 110.	100 & 98.	90.	80.	74.	64.
Floor Timbers, to take out and put in New	3 2	3 0	2 18	2 15	2 13	2 10
Croſs Chocks to lower Futtocks, D°	1 3	1 2	1 1	1 0	0 19	0 18
Firſt Futtocks to take out, and put in New Frames	1 5	1 4	1 3	1 2	1 1	1 0
— — — — — — — Fillings	0 18	0 17	0 16	0 15 6	0 15	0 14
Double - Ditto - - - - - Frames	1 8	1 7	1 6	1 5	1 4	1 3
— — — — — — — Fillings	1 1	1 0	0 19	0 18	0 17	0 16
Second - Ditto - - - - - Frames	1 0	0 19	0 18	0 17	0 16	0 15
— — — — — — — Fillings	0 15	0 14	0 13	0 12	0 11	0 10
Third - - Ditto - - - - - Frames	1 2	1 1	1 0	0 19	0 18	0 17
— — long to the topſide - - - -	- -	- -	- -	- -	- -	- -
— — — — — — — Fillings	0 17	0 16	0 15	0 14	0 13	0 12
— — long to the topſide - - - -	- -	- -	- -	- -	- -	- -
— — long to the Gun Deck Ports - -	1 1	1 0	0 19	0 18	0 17	0 16
— — — Upper Deck - - -	- -	- -	- -	-	- -	- -
Fourth Futtocks, Ditto - - - - Frames	1 8	1 7	1 6	1 5	1 4	1 3
— — — — — — — Fillings	1 4	1 3	1 2	1 1	1 0	0 19
— — — under Gun Deck Ports - -	1 0	0 19	0 18	0 17	0 16	0 15
— — — Upper Deck - - - -	- -	- -	- -	- -	- -	- -
Toptimbers - - Ditto - - - Frames	1 16	1 14	1 12	1 6	1 5	1 3
— — — — — — — Fillings	1 12	1 10	1 8	1 2	1 1	0 19
— under the Middle Deck Ports - -	0 13	0 12 6	0 12	—	—	—
— — — Upper Deck - - - -	- -	- -	- -	0 14	0 13	0 12
— over the Gun Deck Ports - - -	- -	- -	- -	0 13	0 12	0 11
Toptimbers over the Gun Deck, to the Upper Deck Ports - - - - - - to take out and put in New	0 11	0 10	0 9	—	—	—
— on the fourth Futtocks, Ditto - - - each	0 10	0 9	0 8	0 7	0 6 6	0 6
— — over the Middle Deck Ports - - —	0 9	0 8	0 7	—	—	—
— — — Upper Deck - - - —	0 6	0 5 6	0 5	0 4 6	0 4 3	0 4
— — — Quarter Deck - - - —	0 3	0 2 11	0 2 10	0 2 8	0 2 6	0 2 4
Knuckle Timber - Ditto - - - - —	1 16	1 14	1 12	1 6	1 5	1 4
Knighthead - - - - - - - —	2 2	2 1	2 0	1 15	1 14	1 13
Hawſe-pieces - Long - - - - - —	1 19	1 18	1 17	1 13	1 12	1 10
— — Short - - - - - - —	1 7	1 6	1 5	1 4	1 3	1 2
Chocks to Hawſe-pieces - - - - - —	0 18	0 17	0 16	0 15	0 14	0 13
Faſhion-piece, foremoſt - - - - - —	1 16	1 15	1 14	1 12	1 10	1 9
— — aftermoſt - - - - - - —	2 2	2 1	2 0	1 19	1 18	1 17
Tranſom Wing, to unbolt and take out - - - —	2 19	2 18	2 17	2 16	2 15	2 14
— — to trim, fay, and faſten - - -	5 10	5 9	5 8	5 4	5 2	4 18
— Filling, to take out and put in New - -	4 3	4 2	4 1	3 19	3 17	3 15
— Deck - — — — - - -	4 17	4 15	4 13	4 11	4 9	4 7
— N° 1. - — — — - - -	4 1	4 0	3 19	3 18	3 17	3 15
— 2. - — — — - - -	3 16	3 15	3 14	3 13	3 11	3 9
— 3. - — — — - - -	3 16	3 15	3 14	3 13	3 11	3 9
— 4. - — — — - - -	3 14	3 13	3 12	3 11	3 9	3 7
— 5. - — — — - - -	3 12	3 11	3 10	3 9	3 7	3 5
— 6. - — — — - - -	3 11	3 10	3 9	3 8	3 7	—
— 7. - — — — - - -	3 10	3 9	3 8	3 7	3 6	—
Timbers under the Tranſoms — — - - -	0 12	0 12	0 11 6	0 11	0 11	0 10 6
Poſt - Main, to unbolt and clear - - - -	7 7	7 5	7 3	6 18	6 16	6 12
— Inner — — - - - - -	2 4	2 2	1 18	1 15	1 14	1 12
— Falſe — — - - - - -	1 6	1 6	1 5 6	1 5	1 4	1 4
— Main, to trim, get in, fay and faſten - -	11 0	10 14	10 8	10 2	9 10	9 10
— Inner — — — - - -	3 0	2 15	2 14	2 11	2 10	2 8
— Falſe — — — - - -	2 2	2 1	2 0	1 19	1 18	1 17
Counter - Timber ſide to take out and put in New -	3 4	3 2	3 0	2 10	2 0	2 6
— — right aft — — — -	1 12	1 10	1 8	1 6	1 5	1 3
Chocks, Double - — — — - -	0 4	0 4	0 3	0 3	0 3	0 3
— Single - - — — — - -	0 2	0 2	0 2	0 2	0 2	0 2
Portfills Gun Deck - — — — - -	0 4 6	0 4 6	0 4 6	0 4 5	0 4 5	0 4 4
— Middle Deck — — — - -	0 4 0	0 4 0	0 4 -	—	—	—
— Upper Deck - — — — - -	0 3 10	0 3 10	0 3 10	0 3 8	0 3 8	0 3 6
— Quarter Deck — — — - -	0 3 4	0 3 4	0 3 4	0 3 2	0 3 2	0 3 -

he feveral Claſſes of Ships, by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop Brig.	Brigantine.	Gun Brig.
2 5 -	1 18 -	1 16 -	1 13 -	1 10 1	1 7 -	1 5 -	1 4 -	1 3	1 2 -	1 0 -	0 18 -
0 16 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 7 6	0 6 6	0 5 6
0 18 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 6	0 10 -	0 9 6	0 8 6	0 7 6
0 12 6	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 -	0 6 6	0 5 6	0 4 6
1 1 -	0 19 -	0 17 -	0 16 -	0 15 -	0 13 6	0 12 6	0 11 6	0 11 -	0 10 6	0 9 6	0 8 6
0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6
0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -
0 9 -	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 6	0 5 -	0 4 9	0 4 6	0 4 3
0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	0 13 -	0 12 -	0 11 -	0 10 -
0 11 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	0 10 -	0 9 -	0 8 -	0 7 -
0 15 -	0 14 -	—	—	—	—	—	—	—	—	—	—
- -	- -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 7 -	0 6 -	0 5 -
1 1 -	0 19 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 6	0 8 6	0 8 -
0 17 -	0 15 6	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 7 6	0 6 6	0 6 -
0 13 -	0 12 -	—	—	—	—	—	—	—	—	—	—
- -	- -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 -	0 4 -	0 3 6	0 3 3	0 3 -
1 1 -	0 19 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	—	—	—
0 17 -	0 15 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 -	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 11 -	0 10 -	—	—	—	—	—	—	—	—	—	—
0 10 -	0 9 -	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 3	0 3 -	0 2 9	- 2 6	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 3 9	0 3 6	0 3 4	0 3 2	0 3 -	0 2 9	0 2 6	0 2 3	0 2 -	—	—	—
0 2 2	0 2 -	—	—	—	—	—	—	—	—	—	—
1 3 -	1 1 -	—	—	—	—	—	—	—	—	—	—
1 11 -	1 10 -	1 8 -	1 7 -	1 6 -	1 4 -	1 2 -	1 0 -	0 19 -	0 17 -	0 16 -	0 15 -
1 8 -	1 6 -	1 5 -	1 4 -	1 2 -	1 0 -	0 19 -	0 18 -	0 17 -	0 15 -	0 14 -	0 13 -
1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 15 -	1 14 -	0 13 -	0 12 6	0 10 -	0 9 -	0 8 -
0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 -	0 5 -	0 4 6
1 7 -	1 5 -	1 4 -	1 3 -	1 2 -	1 0 -	0 19 6	0 19 -	0 18 6	—	—	—
1 15 -	1 12 -	1 10 -	1 9 -	1 8 -	1 6 -	1 5 -	1 4 -	1 3 -	1 1 -	0 19 -	0 18 -
2 13 -	2 10 -	2 6 -	2 4 -	2 2 -	1 18 -	1 14 -	1 12 -	1 10 -	1 6 -	1 4 -	1 2 -
4 14 -	4 10 -	4 8 -	4 6 -	4 0 -	3 14 -	3 8 -	3 2 -	2 18 -	2 12 -	2 8 -	2 6 -
3 12 -	3 9 -	—	—	—	—	—	—	—	—	—	—
4 5 -	4 1 -	3 16 -	3 14 -	3 10 -	3 4 -	3 0 -	2 16 -	2 12 -	—	—	—
3 12 -	3 8 -	3 2 -	3 0 -	2 18 -	2 14 -	2 11 -	2 8 -	2 5 -	2 2 -	2 0 -	1 18 -
3 7 -	3 5 -	3 0 -	2 18 -	2 16 -	2 10 -	2 6 -	2 2 -	1 18 -	1 14 -	1 12 -	1 10 -
3 7 -	3 5 -	3 0 -	2 18 -	2 14 -	2 8 -	2 4 -	2 0 -	1 16 -	1 12 -	1 10 -	1 8 -
3 5 -	3 3 -	2 18 -	2 16 -	2 12 -	2 5 -	2 1 -	1 17 -	1 13 -	1 9 -	1 7 -	1 5 -
3 3 -	3 0 -	2 15 -	2 13 -	2 9 -	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 10 -	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 6 -	0 5 -	0 4 6	0 4 -
6 6 -	5 18 -	5 13 -	5 11 -	5 6 -	4 16 -	4 8 -	4 0 -	3 14 -	3 8 -	3 0 -	2 12 -
1 10 -	1 7 -	1 -	1 4 -	1 3 -	1 1 -	1 0 -	0 19 -	0 18 -	0 16 -	0 14 -	0 12 -
1 3 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 10 -	0 9 -	0 8 -
9 4 -	8 18 -	8 2 -	7 18 -	7 12 -	6 4 -	5 15 -	5 6 -	4 17 -	4 6 -	3 18 -	3 10 -
2 6 -	2 2 -	2 0 -	1 19 -	1 18 -	1 15 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -
1 15 -	1 12 -	1 10 -	1 9 -	1 8 -	1 7 -	1 6 -	1 5 -	1 4 -	0 18 -	0 16 -	0 12 -
2 4 -	1 18 -	1 14 -	1 14 -	1 9 -	1 7 -	1 6 -	1 4 -	1 4 -	1 0 -	0 18 -	0 16 -
1 2 -	0 19 -	0 16 -	0 15 -	1 14 -	0 12 -	0 12 -	0 11 -	0 11 -	0 9 -	0 8 -	0 7 -
0 3 7	3 6 -	0 3 4	0 3 2	0 3 -	0 2 10	0 2 8	0 2 7	0 2 6	0 2 4	0 2 2	0 2 -
0 1 10	0 1 9	0 1 8	0 1 7	1 1 6	0 1 5	0 1 4	0 1 3	0 1 3	0 1 2	0 1 1	0 1 -
0 4 3	0 4 2	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 3 6	0 3 4	0 3 2	0 3 2	0 3 2	0 3 1	0 3 1	0 3 -	0 3 -	0 2 9	0 2 6	0 2 -
0 3 -	0 2 10	0 2 8	0 2 8	0 2 8	0 2 7	0 2 7	0 2 6	0 2 6	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work

FRAME.	120 & 110.	100 & 98.	90.	80.	74.	64.
Stemson to clear and get down - - - per foot	0 1 6	0 1 6	0 1 5	0 1 5	0 1 5	0 1 4
— trim, and get in its place - - - - —	0 2 11	0 2 10	0 2 9	0 2 7	0 2 6	0 2 6
Apron to clear and get down - - - - —	0 1 -	0 1 -	0 0 11	0 0 11	0 0 11	0 0 10
— trim and get in its place - - - —	0 2 6	0 2 6	0 2 5	0 2 4	0 2 4	0 2 3
Keelson bolts, to drive out agreeable to their lengths - at	0 0 11½	0 0 11½	0 0 11	0 0 10½	0 0 10½	0 0 10
— — to split out - - - - - - -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— — — Foremost and aftermost pieces - -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— bolts to cut off - - - - per bolt	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 11
— to set up and search - - - per foot	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— to get in its place and refay - - - —	0 2 -	0 2 -	0 2 -	0 1 11	0 1 11	0 1 10
— to trim and let down - - - - —	0 4 -	0 3 11	0 3 10	0 3 7	0 3 6	0 3 4
— Holes to bore, and Bolts to drive agreeable to their lengths, at - - - - -	0 1 -	0 1 -	0 0 11½	0 0 11	0 0 11	0 0 11
Deadwood to split out - - - - - -	0 1 9	0 1 9	0 1 9	0 1 8	0 1 8	0 1 8
— Bolts to cut off - - - - per bolt	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 11
— trim and get in its place - - per foot	0 4 -	0 3 11	0 3 10	0 3 7	0 3 6	0 3 4
— Holes to bore and bolts to drive, agreeable to their lengths, at - - - - -	0 1 -	0 1 -	0 0 11½	0 0 11	0 0 11	0 0 11
Stem, lower piece Stage to make - - - -	0 15 -	0 14 6	0 14 -	0 13 -	0 12 6	0 12 -
— Bolts to draw out of the Scarphs - - per bolt	0 2 10	0 2 10	0 2 9	0 2 8	0 2 8	0 2 7
— to drive out of the Boxing - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— to split out - - - - - per foot	0 3 7	0 3 6	0 3 5	0 3 4	0 3 3	0 3 1
— Woodends, Bolts to hack off - - per bolt	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7
— Middle-piece Stage, to make - - - -	1 0 -	0 19 -	0 18 -	0 17 -	0 17 -	0 16 -
— Bolts to draw out of the Scarphs - per bolt	0 2 8	0 2 8	0 2 7	0 2 6	0 2 6	0 2 5
— to split out - - - - - per foot	0 3 7	0 3 6	0 3 5	0 3 4	0 3 3	0 3 1
— Woodends, bolts to hack off - - per bolt	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7
— Upper-piece Standards to raise, and Stage to make -	2 2 -	2 0 -	1 18 -	1 15 -	1 14 0	1 12 -
— Bolts, to draw out of the Scarphs - per bolt	0 2 6	0 2 6	0 2 5	0 2 4	0 2 4	0 2 3
— to split out - - - - - per foot	0 3 8	0 3 7	0 3 6	0 3 5	0 3 4	0 3 2
— Thwartship, bolts in the Bollards to hack off, per bolt	0 1 0	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— Woodend Bolts to hack off - - - -	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7
— Lower-piece Eakings, inside the Woodends to trim and fasten - - - - - per foot	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— Moulds to make, Stem to trim, and get in its place,	0 4 1	0 4 1	0 4 -	0 3 10	0 3 10	0 3 8
— Holes to bore, and bolts to drive in the Scarphs, per bolt	0 1 6	0 1 6	0 1 5	0 1 4	0 1 4	0 1 4
— — — — — Boxing - —	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 1
— — — — — Woodends —	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— Middle-piece Eakings inside the Woodends, to trim and fasten - - - - - per foot	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— Moulds to make, Stem to trim, and get in its place -	0 4 0	0 4 -	0 3 11	0 3 9	0 3 9	0 3 7
— Holes to bore, and Bolts to drive in the Scarphs, per bolt	0 1 6	0 1 6	0 1 5	0 1 4	0 1 4	0 1 4
— — — — — Woodends, -	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— Upper piece Eakings inside the Woodends to trim and fasten - - - - per foot	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— Moulds to make, Stem to trim, and get in its place - —	0 4 -	0 4 -	0 3 11	0 3 9	0 3 9	0 3 7
— Holes to bore and bolts to drive in the Scarphs - - - - per bolt	0 1 6	0 1 6	0 1 5	0 1 4	0 1 4	0 1 4
— — — — — Bollard Timbers	0 3 0	0 2 11	0 2 10	0 2 9	0 2 9	0 2 8
— — — — — Woodends, -	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 7½
Keel, False, to clear and take down - - per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9
— Main, to unbolt the Scarphs, and split out - - - - - - - —	0 4 1	0 4 -	0 3 11	0 3 9	0 3 9	0 3 7
— Keelson and Deadwood Bolts, to draw out - —	0 2 -	0 2 -	0 1 11	0 1 10	0 1 10	0 1 10
Keel, Eakins to trim and fasten inside the Garboard strake - - - - - —	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7
— to trim the main Keel, get in its place, fay and fasten the Scarphs - - —	0 4 -	0 3 11	0 3 10	0 3 8	0 3 7	0 3 5
— Holes to put through the Keel, and Keelson Bolts to drive - - - - —	0 0 11½	0 0 11½	0 0 11	0 0 10½	0 0 10½	0 0 10½
— Additional Holes to bore and bolts to drive - —	0 1 -	0 1 -	0 0 11½	0 0 11	0 0 11	0 0 11
— Keelson Bolts to clinch - - - per bolt	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
— False, to trim, Copper between main and false Keel, get in its place and fasten, and copper the underside - - - per foot.	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— to let in and drive Keel Staples - - - each	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3

on the feveral Claffes of Ships, by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brig-antine.	Gun-Brig.
0 1 3	0 1 3	0 1 2	0 1 2	0 1 1	0 1 1	0 1 -	0 1 -	0 1 -	0 0 11	0 0 10	0 0 9
0 2 5	0 2 4	0 2 3	0 2 3	0 2 2	0 2 1	0 2 1	0 2 -	0 2 -	0 2 -	0 1 11	0 1 10
0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8	0 0 7	0 0 6
0 2 1	0 2 -	0 1 11	0 1 10	0 1 9	0 1 8	0 1 7	0 1 6	0 1 6	0 1 5	0 1 4	0 1 3
0 0 10½	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9½	0 0 9½	0 0 8½	0 0 7½	0 0 7
0 1 6	0 1 6	0 1 5	0 1 5	0 1 4	0 1 3	0 1 2	0 1 -	0 1 -	0 0 11	0 0 10½	0 0 10
0 2 -	0 2 -	0 1 11	0 1 11	0 1 10	0 1 9	0 1 8	0 1 7	0 1 6	0 1 5	0 1 4½	0 1 4
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8	0 0 7½	0 0 7
0 1 6	0 1 6	0 1 5	0 1 5	0 1 5	0 1 4	0 1 4	0 1 3½	0 1 3	0 1 2	0 1 1	0 1 -
0 1 9	0 1 8	0 1 7	0 1 6	0 1 5	0 1 4½	0 1 4	0 1 3½	0 1 3	0 1 2	0 1 1	0 1 -
0 3 2	0 2 10	0 2 9	0 2 8	0 2 7	0 2 6	0 2 5	0 2 4	0 2 3	0 2 1	0 2 -	0 1 11
0 0 11	0 0 10½	0 0 10½	0 0 10½	0 0 10½	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9	0 0 8	0 0 7½
0 1 8	0 1 8	0 1 7	0 1 7	0 1 7	0 1 6	0 1 6	0 1 6	0 1 6	0 1 5	0 1 4½	0 1 4
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8	0 0 7½	0 0 7
0 3 2	0 2 10	0 2 9½	0 2 8	0 2 7	0 2 6	0 2 5	0 2 4	0 2 3	0 2 1	0 2 -	0 1 11
0 0 11	0 0 10½	0 0 10½	0 0 10½	0 0 10½	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9	0 0 8	0 0 7½
0 11 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 5 -	0 4 6	0 4 -
0 2 5	0 2 4	0 2 2	0 2 2	0 2 1	0 2 -	0 1 10	0 1 8	0 1 6	0 1 4	0 1 3	0 1 2
0 0 11	0 0 10	0 0 9½	0 0 9	0 0 9	0 0 9	0 0 8½	0 0 8	0 0 8	0 0 7	0 0 6	0 0 5
0 2 11	0 2 10	0 2 8	0 2 7	0 2 6	0 2 4	0 2 3	0 2 2	0 2 -	0 1 10	0 1 9	0 1 8
0 0 7	0 0 6½	0 0 6½	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
0 15 -	0 14 -	0 13 -	0 13 -	0 12 6	0 12 -	0 11 6	0 11 -	0 10 -	—	—	—
0 2 3	0 2 -	0 1 10	0 1 9	0 1 8	0 1 6	0 1 5	0 1 4	0 1 3	—	—	—
0 2 11	0 2 10	0 2 8	0 2 7	0 2 6	0 2 4	0 2 3	0 2 2	0 2 -	—	—	—
0 0 7	0 0 6½	0 0 6½	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
1 10 -	1 8 -	1 7 -	1 6 -	1 5 -	1 4 -	1 3 0	1 2 -	1 1 -	0 16 0	0 14 0	0 13 -
0 2 1	0 1 10	0 1 8	0 1 7	0 1 6	0 1 4	0 1 3	0 1 2	0 1 1	0 1 1	0 1 0	0 0 11
0 3 0	0 2 11	0 2 9	0 2 8	0 2 7	0 2 5	0 2 4	0 2 3	0 2 1	0 1 11	0 1 10	0 1 9
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 0 7	0 0 6½	0 0 6½	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 3 5	0 3 3	0 3 2	0 3 1	0 2 11	0 2 10	0 2 9	0 2 8	0 2 6	0 2 4	0 2 3	0 2 2
0 1 3	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 0 11	0 0 10	0 0 10
0 1 1	0 1 -	0 1 -	0 1 -	0 1 -	0 0 11	0 0 10½	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	—	—
0 3 6	0 3 2	0 3 1	0 3 -	0 2 10	0 2 9	0 2 8	0 2 7	0 2 5	—	—	—
0 1 3	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	—	—	—
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 3 6	0 3 2	0 3 1	0 3 0	0 2 10	0 2 9	0 2 8	0 2 7	0 2 5	0 2 4	0 2 3	0 2 2
0 1 3	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 0 11	0 0 10	0 0 10
0 2 7	0 2 5	0 2 4	0 2 3	0 2 2	0 2 -	0 1 11	0 1 9	0 1 8	0 1 7	0 1 6	0 1 5
0 0 7½	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 0 9	0 0 8	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6	0 0 6	0 0 6
0 3 5	0 3 3	0 3 2	0 3 1	0 3 -	0 2 9	0 2 8	0 2 7	0 2 6	0 2 5	0 2 4	0 2 3
0 1 10	0 1 9	0 1 9	0 1 9	0 1 9	0 1 8	0 1 8	0 1 8	0 1 8	0 1 7	0 1 6	0 1 6
0 0 7	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
0 3 2	0 2 10	0 2 10	0 2 9	0 2 8	0 2 7	0 2 6	0 2 5	0 2 4	0 2 3	0 2 2	0 2 1
0 0 10½	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9½	0 0 9½	0 0 8½	0 0 7½	0 0 7
0 0 11	0 0 10½	0 0 10½	0 0 10½	0 0 10½	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9	0 0 8	0 0 7½
0 0 5	0 0 5	0 0 4½	0 0 4½	0 0 4½	0 0 4	0 0 4	0 0 4	0 0 4	0 0 3½	0 0 3	0 0 3
0 1 5	0 1 5	0 1 5	0 1 5	0 1 4	0 1 3½	0 1 3	0 1 3	0 1 3	0 1 2	0 1 1	0 1 -
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3

The Propoſed SCHEME of PRICES, for performing Shipwrights Wo

IN HOLD.	120 & 110.	100 & 98.	90.	80.	74.	64.
Riders, to drive out the fore and aft Bolts - per bolt	0 1 6	0 1 6	0 1 6	0 1 5	0 1 5	0 1 4
— Floor, to unbolt - - - - - each	1 12 -	1 11 -	1 11 -	1 10 -	1 9 -	1 7 -
— Firſt Futtock - - - - - - —	1 6 -	1 5 -	1 4 -	1 3 -	1 2 -	1 0 -
— Croſs Chocks - - - - - - —	1 3 -	1 2 -	1 1 -	1 0 -	0 19 -	0 18 -
— Second Futtock - - - - - - —	1 3 -	1 2 -	1 1 -	1 0 -	0 19 -	0 18 -
— Third - - - - - - - —	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -	1 0 -
— To overſet and ſearch the Riders - - -	0 3 6	0 3 6	0 3 5	0 3 4	0 3 4	0 3 3
— Bolts, to drive out where neceſſary - per bolt	0 2 6	0 2 6	0 2 5	0 2 4	0 2 4	0 2 3
— Breadth, to unbolt - - - - - each	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -
— Top - - - - - - - —	0 18 -	0 17 -	0 16 -	0 15 6	0 15 -	0 14 -
— to overſet and ſearch the Riders - - —	0 2 6	0 2 6	0 2 6	0 2 4	0 2 4	0 2 2
— Bolts, to drive out where neceſſary - per bolt	0 1 10	0 1 10	0 1 9	0 1 8	0 1 8	0 1 7
Hooks, to unbolt - - - - - - each	1 6 -	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -
— Eakins inſide the Hooks, to unbolt - - —	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -	0 4 6
— Bolts to drive out where neceſſary - per bolt	0 2 3	0 2 3	0 2 2	0 2 1	0 2 1	0 2 -
Steps, fore, in one piece, to unbolt - - - each	1 3 -	1 2 -	1 1 -	1 0 -	0 19 -	0 18 -
— in two - - - - - - - —	1 15 -	1 14 -	1 13 -	1 11 -	1 10 -	1 8 -
— Framing to Foreſtep - - - - - —	0 10 -	0 10 -	0 9 -	0 8 -	0 8 -	0 7 6
— Mizen - - - - - - - - —	1 3 -	1 2 -	1 1 -	1 0 -	1 0 -	0 19 -
— Crutches - - - - - - - —	1 3 -	1 2 -	1 1 -	1 0 -	1 0 -	0 19 -
— Sleepers - - - - - - - —	0 17 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -
— To overſet and ſearch Hooks, Steps, Crutches, and Sleepers - - - —	0 2 6	0 2 6	0 2 6	0 2 4	0 2 4	0 2 2
Riders, Floors, to trim, chock, fay, and bolt - —	4 13 -	4 12 -	4 11 -	4 7 -	4 6 -	4 2 -
— Firſt Futtock, to trim, chock, fay, and bolt —	3 2 -	3 1 -	3 0 -	2 16 -	2 15 -	2 10 -
— Croſs Chocks - - - - - - - —	2 17 -	2 16 -	2 15 -	2 12 -	2 11 -	2 6 -
— Second Futtock - - - - - - —	2 18 -	2 17 -	2 16 -	2 13 -	2 12 -	2 8 -
— Third - - - - - - - - —	3 2 -	3 1 -	3 0 -	2 17 -	2 16 -	2 12 -
— Double Chocks - - - - - - —	0 4 -	0 4 -	0 3 11	0 3 10	0 3 10	0 3 8
— to bore the Holes, and drive the fore and aft Bolts - - - - per bolt	0 2 -	0 2 -	0 2 -	0 1 11	0 1 11	0 1 9
— Bolts to bore and drive, where neceſſary - —	0 3 -	0 2 11	0 2 10	0 2 7	0 2 6	0 2 3
— Breadth to trim, chock, fay, and bolt - - each	2 7 -	2 6 -	2 5 -	2 3 -	2 2 -	1 19 -
— Top — — — - - —	2 9 -	2 8 -	2 7 -	2 5 -	2 4 -	2 1 -
— Bolts, to bore and drive, where neceſſary, per bolt	0 2 6	0 2 6	0 2 5	0 2 4	0 2 3	0 2 2
Hooks, Eakins inſide the Hooks to trim, chock, fay, and bolt - - - - - each	1 12 -	1 11 -	1 10 -	1 8 -	1 7 -	1 5 -
— to trim, fay, and faſten Hooks - - - —	3 11 -	3 10 -	3 9 -	3 7 -	3 6 -	3 3 -
— Bolts, to bore and drive where neceſſary, per bolt	0 3 -	0 2 11	0 2 10	0 2 9	0 2 8	0 2 6
Steps, fore, in one piece, to trim, fay, and faſten, each	4 10 -	4 9 -	4 8 -	4 4 -	4 0 -	3 16 -
— — in two pieces — — - -	6 16 -	6 14 -	6 12 -	6 10 -	6 8 -	6 2 -
— — to frame - - - - - -	1 5 -	1 5 -	1 4 -	1 3 -	1 3 -	1 2 -
— Main, — and fay - - - - -	2 0 -	2 0 -	1 19 -	1 18 -	1 17 -	1 14 -
— Mizen — — - - - - -	3 14 -	3 13 -	3 12 -	3 8 -	3 6 -	3 4 -
— bore for, and drive ſet Bolts for Mainſtep, per bolt	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Crutches abaft the Mainſtep, to trim, fay, and faſten, each	3 8 -	3 7 -	3 6 -	3 4 -	3 2 0	3 0 -
Sleepers, to trim, fay, and faſten - - - - —	2 4 -	2 3 -	2 2 -	2 0 -	1 19 -	1 17 -
Riders, Floor, to chock, refay, and faſten - - each	3 2 -	3 1 -	3 0 -	2 17 -	2 16 -	2 14 -
— Firſt Futtock — — - - —	2 2 -	2 1 -	2 0 -	1 18 -	1 17 -	1 15 -
— Croſs Chocks — — - - —	1 18 -	1 17 -	1 16 -	1 14 -	1 13 -	1 11 -
— Second Futtock — — - - —	2 0 -	1 19 -	1 18 -	1 16 -	1 15 -	1 13 -
— Third — — — - - —	2 2 -	2 1 -	2 0 -	1 18 -	1 17 -	1 15 -
— Breadth — — — - - —	1 11 -	1 11 -	1 10 -	1 9 -	1 8 -	1 7 -
— Top — — — — - - —	1 13 -	1 13 -	1 12 -	1 11 -	1 10 -	1 9 -
Hooks, to chock — — - - —	2 7 -	2 7 -	2 6 -	2 5 -	2 4 -	2 2 -
Steps, fore, in one — — - - —	3 0 -	2 19 -	2 18 -	2 15 -	2 14 -	2 12 -
— — in two — — - - —	4 11 -	4 10 -	4 9 -	4 7 -	4 5 -	4 1 -
— Main - - — — - - —	1 7 -	1 6 -	1 5 -	1 2 -	1 1 -	1 0 -
— Mizen - - — — - - —	2 9 -	2 8 -	2 7 -	2 5 -	2 4 -	2 2 -
Crutches, to chock - — — - - —	2 5 -	2 4 -	2 3 -	2 2 -	2 1 -	2 0 -
Sleepers — — — - - —	1 9 -	1 9 -	1 8 -	1 7 -	1 6 -	1 5 -

the feveral Claſſes of Ships, by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigan-tine.	Gun-Brig.
0 1 4	—	—	—	—	—	—	—	—	—	—	—
1 6 -	—	—	—	—	—	—	—	—	—	—	—
0 18 -	—	—	—	—	—	—	—	—	—	—	—
0 17 -	—	—	—	—	—	—	—	—	—	—	—
0 17 -	—	—	—	—	—	—	—	—	—	—	—
0 19 -	—	—	—	—	—	—	—	—	—	—	—
0 3 2	—	—	—	—	—	—	—	—	—	—	—
0 2 2	—	—	—	—	—	—	—	—	—	—	—
0 15 -	0 14 -	0 13 -	0 12 6	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	—	—	—
0 13 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 6	0 5 -
0 2 2	0 2 2	0 2 -	0 2 -	0 2 -	0 1 9	0 1 6	0 1 6	0 1 6	0 1 -	0 1 -	0 1 -
0 1 7	0 1 6	0 1 5	0 1 4	0 1 3	0 1 2	0 1 1	0 1 -	0 1 -	0 0 11	0 0 10	0 0 9
1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 13 -	0 12 -	0 11 -	0 10 -
0 4 6	0 4 -	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 2 9	0 2 6
0 2 -	0 1 10	0 1 8	0 1 7	0 1 5	0 1 4	0 1 3	0 1 2	0 1 2	0 1 1	0 1 -	0 1 -
0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 10 -	0 10 -	0 9 -	0 8 -
1 6 -	1 4 -	1 2 -	1 1 -	1 0 -	—	—	—	—	—	—	—
0 7 6	0 7 -	0 7 -	0 7 -	0 7 -	—	—	—	—	—	—	—
0 18 -	0 17 -	0 16 6	0 16 -	0 15 -	0 14 -	0 13 -	0 12	0 12 -	—	—	—
0 18 -	0 17 -	0 16 6	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 12 -	0 11 -	0 10 -	0 9 -
0 12 -	0 11 -	0 10 -	0 10 -	0 10 -	0 9 6	0 9 6	0 9 -	0 9 -	—	—	—
0 2 2	0 2 2	0 2 -	0 2 -	0 2 -	0 1 9	0 1 9	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
3 16 -	—	—	—	—	—	—	—	—	—	—	—
2 5 -	—	—	—	—	—	—	—	—	—	—	—
2 1 -	—	—	—	—	—	—	—	—	—	—	—
2 4 -	—	—	—	—	—	—	—	—	—	—	—
2 8 -	—	—	—	—	—	—	—	—	—	—	—
0 3 7	—	—	—	—	—	—	—	—	—	—	—
0 1 8	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
1 15 -	1 12 -	1 11 -	1 10 -	1 8 -	1 5 -	1 3 -	1 1 -	1 0 -	—	—	—
1 17 -	1 14 -	1 13 -	1 12 -	1 9 -	1 6 -	1 4 -	1 2 -	1 1 -	0 19 -	0 18 -	0 17 -
0 2 1	0 2 -	0 1 11	0 1 10	0 1 9	0 1 8	0 1 7	0 1 6	0 1 6	0 1 3	0 1 2	0 1 -
1 2 -	1 0 -	0 18 -	0 17 -	0 16 -	0 14 -	0 13 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 -
3 0 -	2 18 -	2 16 -	2 14 -	2 12 -	2 8 -	2 4 -	2 0 -	1 18 -	1 14 -	1 12 -	1 10 -
0 2 6	0 2 4	0 2 2	0 2 1	0 1 11	0 1 9	0 1 8	0 1 6	0 1 6	0 1 3	0 1 2	0 1 2
3 12 -	3 6 -	3 1 -	2 19 -	2 17 -	2 13 -	2 11 -	2 9 -	2 7 -	2 0 -	1 17 -	1 15 -
5 14 -	5 4 -	4 16 -	4 12 -	4 8 -	—	—	—	—	—	—	—
1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	—	—	—	—	—	—	—
1 11 -	1 7 -	1 5 -	1 4 -	1 2 -	1 0 -	0 18 -	0 16 -	0 14 -	0 12 -	0 11 -	0 9 -
3 2 -	3 0 -	2 18 -	2 16 -	2 12 -	2 8 -	2 4 -	2 2 -	2 0 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
2 18 -	2 16 -	2 14 -	2 12 -	2 8 -	2 4 -	2 0 -	1 18 -	1 16 -	1 12 -	1 10 -	1 6 -
1 15 -	1 12 -	1 9 -	1 8 -	1 7 -	1 5 -	1 4 -	1 3 -	1 2 -	—	—	—
2 12 -	2 8 -	—	—	—	—	—	—	—	—	—	—
1 13 -	1 10 -	—	—	—	—	—	—	—	—	—	—
1 10 -	1 7 -	—	—	—	—	—	—	—	—	—	—
1 11 -	1 8 -	—	—	—	—	—	—	—	—	—	—
1 13 -	1 10 -	—	—	—	—	—	—	—	—	—	—
1 5 -	1 3 -	1 1 -	1 0 -	0 19 -	0 17 -	0 16 -	0 15 -	0 14 -	0 14 -	0 12 -	0 10 -
1 7 -	1 5 -	1 3 -	1 2 -	1 1 -	0 19 -	0 18 -	0 17 -	0 16 -	0 14 -	0 12 -	0 10 -
2 1 -	1 19 -	1 17 -	1 16 -	1 15 -	1 13 -	1 11 -	1 9 -	1 7 -	1 4 -	1 1 -	0 19 -
2 8 -	2 4 -	2 0 -	1 18 -	1 16 -	1 14 -	1 13 -	1 12 -	1 11 -	1 8 -	1 6 -	1 4 -
3 16 -	3 10 -	3 4 -	3 0 -	2 16 -	—	—	—	—	—	—	—
0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 13 -	0 12 -	0 11 -	0 10 -	0 8 -	0 7 -	0 6 -
2 1 -	2 0 -	1 19 -	1 18 -	1 15 -	1 12 -	1 10 -	1 8 -	1 7 -	—	—	—
1 18 -	1 17 -	1 15 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 5 -	1 2 -	0 19 -	0 16 -
1 3 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work

IN HOLD.		120 & 110.	100 & 98.	90.	80.	74.	64.
Boards, Limber, to take up and stow away	per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Cants for Ballast	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Copper on the Bulk Heads to take off	per sheet	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Stantions for the Bulk Heads, and Well to take down	each	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Doors to the Magazine and Paſſages	—	0 1 6	0 1 6	0 1 6	0 1 3	0 1 3	0 1 3
Pillars under the Orlop and Gun-deck	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Cheſts, Powder, to take down	—	0 16 -	0 16 0	0 15 -	0 14 -	0 14 -	0 13 -
Beams, Pallating, to clear and take up	—	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 6
Lead	per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Carlings, Pallating, to clear and take up	each	0 0 5	0 0 5	0 0 5	0 0 4	0 0 4	0 0 4
Beams under D°, and Light-room	—	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 6
— half under Powder Cheſt and Filling-room to clear and take up	—	0 1 6	0 1 6	0 1 6	0 1 4	0 1 4	0 1 3
Lights in the Magazine to take out	—	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 0
— — After Powder-room	—	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 0
Jambs for the Lights to take down	—	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 0
Pannels in the Wings	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2	0 1 9
Stantions	—	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 7
— at the aft part of Filling-room	—	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Bolts to drive out of Jambs and Stantions	per bolt	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 7½
Footwailing to dub over and ſearch	per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1

PLATFORM and ORLOP.							
Doors to Store-rooms to unhang and take down	each	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 0 10
Sills to - D° doors to take out	—	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
Lights to - D° —	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Stantions to D° — down	—	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Beams, Platform, — up	—						
Dunnage	per foot	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½
Comings to unbolt and	—	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Head-ledges	each	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
Ciſtern round the Foremaſt, to take up	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Ledges	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Carlings	—	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Knees, Standard, to drive out fore and aft Bolts	per bolt	0 1 1	0 1 1	0 1 1	0 1 -	0 1 -	0 0 11½
— — — in and out	—	0 1 7	0 1 7	0 1 7	0 1 5	0 1 5	0 1 4
— Lodging — —	—	0 1 6	0 1 6	0 1 6	0 1 4	0 1 4	0 1 3
Pillars to take down	each	0 1 0	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Knees, Standard, to unbolt	—	0 11 -	0 11 -	0 11 -	0 9 -	0 9 -	0 8 6
— Lodging —	—	0 4 6	0 4 6	0 4 6	0 4 3	0 4 3	0 4 -
Prongs to unbolt	—	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 -
Beams to take out and examine	—	0 14 0	0 14 -	0 13 6	0 13 -	0 13 -	0 12 -
— to unbolt the Scarphs	per bolt	0 1 1	0 1 1	0 1 1	0 1 -	0 1 -	0 1 -
— Half, to clean and take down,	each	0 6 -	0 6 -	0 6 -	0 5 -	0 5 -	0 5 -
— to cut off an end, trim a Scarph, and make a Mould,	—	1 5 -	1 5 -	1 5 -	1 4 -	1 4 -	1 3 -
Hooks to unbolt and take down	—	1 6 -	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -
Eakings inſide the Hooks, to unbolt and take down	—	0 6 -	0 6 -	0 5 6	0 5 -	0 5 -	0 4 6
Carlings, Sail-room — — up	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Stantions, Wing and Crown, to take down	each	0 1 0	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— round the Well —	—	0 1 0	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Skirting Plank — —	per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Louvre Boards — —	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Hatches to fiſh, and Spirit-room to unhang	each	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Bench in Steward-room to take down	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Tin — — off	per ſheet	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½
Racks, Cheeſe, to clear and take down	—	0 3 0	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Cants for Cabins, take up	per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1

on the feveral Claſſes of Ships, by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brig-antine.	Gun-Brig.
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 3	0 0 3	0 0 3	0 0 3	0 0 2	0 0 2	0 0 2
0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
									Upper-deck.		
0 1 6	0 1 4	0 1 6	0 1 4	0 1 4	0 1 2	0 1 2	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 12 -	0 11 -	0 10 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 6 -	0 5 -	0 5 -	0 5 -
0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	0 1 10	0 1 9	0 1 8
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 4	0 0 4	0 0 3½	0 0 3½	0 0 3½	0 0 3	0 0 3	0 0 3	0 0 3			
0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	0 1 10	0 1 9	0 1 8
0 1 3	0 1 3	0 1 -	0 1 -	0 1 -	—	—	—	—	—	—	—
0 8 -	0 7 -	0 5 -	0 4 6	0 4 -	—	—	—	—	—	—	—
0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
0 3 9	0 3 6	0 3 3	0 3 -	0 2 9	0 2 8	0 2 8	0 2 6	0 2 6	—	—	—
0 1 6	0 1 3	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 0 7½	0 0 7	0 0 6½	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8	0 0 8	0 0 6	0 0 6	0 0 6
0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
- - -	- - -	0 5 -	0 5 -	0 5 -	0 4 -	0 4 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½	0 0 -½
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—	—	—	—	—
0 2 6	0 2 3	0 2 -	0 2 -	0 2 -	—	—	—	—	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—	—	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 0 11	0 0 10	0 0 9½	0 0 9	0 0 8	0 0 7½	0 0 7	0 0 6½	0 0 6	—	—	—
0 1 3	0 1 2	0 1 2	0 1 2	0 1 2	—	—	—	—	—	—	—
0 1 2	0 1 2	0 1 2	0 1 2	0 1 1	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 8 -	0 7 6	0 6 -	0 6 -	0 6 -	—	—	—	—	—	—	—
0 3 6	0 3 6	0 3 3	0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 7 -	0 7 -	—	—	—	—	—	—	—	—	—	—
0 10 6	0 8 -	0 6 6	0 6 -	0 5 -	0 4 6	0 4 -	0 3 6	0 3 -	0 2 6	0 2 -	0 2 -
0 1 -	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9	0 0 9	—	—	—
0 5 -	0 4 6	0 4 6	0 4 6	0 4 -	0 3 6	0 3 -	0 2 6	0 2 -	—	—	—
1 2 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	—	—	—
1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	—	—	—	—	—	—	—
0 4 6	0 4 -	0 4 -	0 4 -	0 4 -	—	—	—	—	—	—	—
0 0 3	0 0 3	—	—	—	—	—	—	—	—	—	—
0 1 -	0 1 -	—	—	—	—	—	—	—	—	—	—
0 1 -	0 1 -	—	—	—	—	—	—	—	—	—	—
0 0 1½	0 0 1½	—	—	—	—	—	—	—	—	—	—
0 0 1	0 0 1	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
0 0 -½	0 0 -½	—	—	—	—	—	—	—	—	—	—
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
0 0 1	0 0 1	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

GUN and LOWER DECK.	120 & 110.	100 & 98.	90.	80.	74.	64.
Cants of Cabins, to take up - - - - - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Bolts, Stopper to drive out - - - - - - - per bolt	0 1 2	0 1 2	0 1 2	0 1 2	0 1 2	0 1 2
— Ring and Eye, to the Ports and Flats to drive out - - - - - - - - - - -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Racks, Shot round Comings to unbolt and take up - - - - - - - - - - - - - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Scuppers, Pumpdale and others to take out - - - each	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Sweep, pieces to the Ports to unbolt and take down —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
— for Tiller - - - — — — —	0 14 -	0 14 -	0 14 -	0 12 -	0 12 -	0 10 -
Comings - - - - - - — — up per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Headledges - - - - - - — — — each	0 3 -	0 3 -	0 3 0	0 3 -	0 3 -	0 3 -
Standards - - - - - - - — — — —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6
— againſt the Bitts - — — — —	0 12 -	0 12 -	0 11 -	0 10 -	0 10 -	0 9 6
— - - the Poſt - — — — —	1 7 -	1 7 -	1 6 -	1 5 -	1 5 -	1 2 6
— - - the Stern - — — — —	1 0 -	1 0 -	0 19 -	0 18 -	0 17 -	0 15 -
Tiller to clear and take out - - - - - - - - - —	0 10 -	0 10 -	0 9 -	0 8 6	0 8 6	0 8 -
Pumpdale, to unſhip, examine, and unbolt the Chock —	0 8 -	0 8 -	0 8 -	0 7 -	0 7 -	0 7 -
Ciſtern — — — — — —	0 12 -	0 12 -	0 12 -	0 10 -	0 10 0	0 8 -
Maſt - Partners to unbolt and take up - - - - - —	0 12 -	0 12 -	0 12 -	0 10 -	0 10 -	0 8 -
Corner pieces to D° — — - - - - - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — to Mainhatch — - - - - - - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Bowſpreet Partners — — - - - - - - - —	- -	- -	- -	0 12 -	0 12 -	0 11 -
Step of Mizen Maſt — — - - - - - - - —	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 9 -
— of Capſtan — — - - - - - - - —	0 8 -	0 8 -	0 8 -	0 7 -	0 7 -	0 7 -
Wing-pieces to D° — — - - - - - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Pawls to unbolt and take up - - - - - - - - - each	0 1 3	0 1 3	1 1 3	0 1 3	0 1 3	0 1 3
Bucklars, Bars, Cants, and Rollers to take down - - —	0 7 -	0 7 -	0 6 6	0 6 -	0 6 -	0 5 9
Manger Boards to — — - - - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Chocks on the ſide for D°, to unbolt and - - - each	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Stantions — to take down - - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Scuttles - Cap to unhang - - - - - - - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Hammock Racks and triceing Batten - - - per foot	0 0 0½	0 0 0½	0 0 0½	0 0 0½	0 0 0½	0 0 0½
Knees, Hanging, to unbolt and take down - - - each	0 12 -	0 12 -	0 12 -	0 10 -	0 10 -	0 9 -
— Lodging — — - - - - - - - —	0 4 9	0 4 9	0 4 9	0 4 3	0 4 3	0 4 -
— Hanging, to drive out the fore and aft Bolts - per bolt	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 1 -
— — — in and out — - - - —	0 1 8	0 1 8	0 1 8	0 1 6	0 1 6	0 1 5
— Lodging — — — - - - —	0 1 7	0 1 7	0 1 7	0 1 5	0 1 5	0 1 4
— Iron under the Beams, to unbolt and take down - - - - - - - - - - - each	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 -
Pillars, to clear and take down - - - - - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Beams, to take out and examine - - - - - - - - —	0 16 -	0 16 -	0 16 -	0 15 -	0 15 -	0 14 -
— to unbolt the Scarphs - - - - - - per bolt	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 1 -
— Half, to clear and take down - - - - - each	0 7 -	0 7 -	0 7 -	0 6 -	0 6 -	0 6 -
— to cut off an end, trim a Scarph, and make a Mould - - - - - - - - - -	1 7 -	1 7 -	1 7 -	1 6 -	1 6 -	1 5 -
Prongs to unbolt and examine - - - - - - - - —	0 11 -	0 11 -	0 11 -	0 10 -	0 10 -	0 9 6
Hooks, Deck or Hawſe, to unbolt - - - - - - - —	1 8 -	1 7 -	1 6 -	1 5 -	1 4 -	1 3 -
Eakins, inſide the Hooks — - - - - - - - - —	0 7 -	0 7 -	0 7 -	0 5 6	0 5 6	0 5 -
Wing-Tranſom Knees - — and take down - - —	1 3 -	1 3 -	1 2 -	1 1 -	1 1 -	0 19 -
Tiller Tranſom Knees to unbolt and take down - - —	0 15 -	0 15 -	0 14 -	0 12 -	0 12 -	0 10 -
Tranſom Tiller — — — - - - —	1 5 -	1 3 -	1 2 -	1 0 -	0 19 -	0 18 -
Riding Bitts — — out - - - - —	1 0 -	1 0 -	1 0 -	0 18 -	0 17 -	0 16 -
Croſs-piece to Riding Bitts, to unſhip - - - - - —	0 10 -	0 10 -	0 10 -	0 8 -	0 8 -	0 8 -
Shotlocker under Croſs-piece, to clear and take out - —	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
Carlings to take up - - - - - - - - - - - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ledges — — - - - - - - - - - —	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Carlings, long, under Gun-deck Beams, to take down —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 6

n the feveral Claſſes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
o o 1	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1	—	—
o 1 2	o 1 2	—	—	—	—	—	—	—	—	—	—
o 1 -	o 1 -	—	—	—	—	—	—	—	—	—	—
		—	—	—	—	—	—	—	—	—	—
		—	—	—	—	—	—	—	—	—	—
o o 3	o o 3	—	—	—	—	—	—	—	—	—	—
o 1 6	o 1 6	—	—	—	—	—	—	—	—	—	—
o 3 -	o 3 -	—	—	—	—	—	—	—	—	—	—
		Lower Deck.									
o 10 -	o 9 -	o 8 -	o 8 -	o 8 -	o 7 -	o 7 -	o 6 -	o 6 -	—	—	—
o o 3	o o 3	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	—	—	—
o 3 -	o 3 -	o 2 -	o 2 o	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 9 6	o 9 -	o 7 6	o 7 6	o 7 6	o 7 -	o 6 6	o 6 -	o 6 -	—	—	—
o 9 6	o 9 -	—	—	—	—	—	—	—	—	—	—
o 18 -	o 14 -	—	—	—	—	—	—	—	—	—	—
o 13 -	o 11 -	—	—	—	—	—	—	—	—	—	—
o 8 -	o 7 6	o 7 -	o 7 -	o 7 -	o 6 6	o 6 6	o 6 -	o 6 -	—	—	—
o 6 -	o 6 -	—	—	—	—	—	—	—	—	—	—
o 8 -	o 8 -	—	—	—	—	—	—	—	—	—	—
o 8 -	o 8 -	—	—	—	—	—	—	—	—	—	—
o 2 -	o 2 -	—	—	—	—	—	—	—	—	—	—
o 2 6	o 2 6	—	—	—	—	—	—	—	—	—	—
									—	—	—
o 10 -	o 10 -	—	—	—	—	—	—	—	—	—	—
		Lower Deck.									
o 8 -	o 8 -	o 7 o	o 7 o	o 7 -	o 6 o	o 6 o	o 6 o	o 6 o	—	—	—
o 6 6	o 6 6	—	—	—	—	—	—	—	—	—	—
									—	—	—
o o 3	o o 3	—	—	—	—	—	—	—	—	—	—
o 1 3	o 1 3	—	—	—	—	—	—	—	—	—	—
o 5 6	o 5 3	—	—	—	—	—	—	—	—	—	—
o o 2	o o 2	—	—	—	—	—	—	—	—	—	—
o 6 -	o 6 -	—	—	—	—	—	—	—	—	—	—
o 1 -	o 1 -	—	—	—	—	—	—	—	—	—	—
o 2 -	o 2 -	—	—	—	—	—	—	—	—	—	—
o o o½	o o o½	o o o½	o o o½	o o o½	o o o½	o o o½	o o o½	o o o½	—	—	—
o 9 -	o 8 -	o 7 -	o 7 -	o 7 -	o 6 6	o 6 6	o 6 6	o 6 6	—	—	—
o 4 -	o 3 9	o 3 6	o 3 6	o 3 6	o 3 3	o 3 3	o 3 3	o 3 3	—	—	—
o 1 -	o o 11	o o 10	o o 10	o o 10	o o 9	o o 9	o o 9	o o 9	—	—	—
o 1 5	o 1 4	o 1 2	o 1 2	o 1 2	o 1 1	o 1 1	o 1 1	o 1 1	—	—	—
o 1 4	o 1 3	o 1 2	o 1 2	o 1 2	o 1 1	o 1 1	o 1 1	o 1 1	—	—	—
o 8 -	o 7 -	—	—	—	—	—	—	—	—	—	—
										—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o 12 -	o 9 -	o 8 6	o 7 6	o 6 6	o 6 -	o 5 6	o 5 6	o 5 -	—	—	—
o o 11	o o 10	o o 10	o o 10	o o 10	o o 10	o o 8	o o 8	o o 8	—	—	—
o 5 -	o 5 -	o 4 6	o 4 6	o 4 3	o 4 -	o 3 6	o 3 -	o 3 -	—	—	—
1 4 -	1 3 -	1 2 -	1 1 -	1 o -	o 19 -	o 18 -	o 17 -	o 16 -	—	—	—
										—	—
o 8 6	o 8 -	o 6 -	o 5 6	o 5 o	o 4 9	o 4 6	o 4 6	o 4 6	—	—	—
1 2 -	1 1 -	o 18 -	o 17 -	o 16 -	o 15 -	o 14 -	o 13 -	o 13 -	—	—	—
o 4 6	o 4 -	o 3 6	o 3 6	o 3 6	o 3 -	o 3 -	o 3 -	o 3 -	—	—	—
o 17 -	o 15 -	o 13 -	o 12 -	o 10 6	—	—	—	—	—	—	—
o 9 -	o 8 -	—	—	—	—	—	—	—	—	—	—
o 17 -	o 15 -	—	—	—	—	—	—	—	—	—	—
o 15 -	o 12 6	—	—	—	—	—	—	—	—	—	—
o 7 6	o 7 6	—	—	—	—	—	—	—	—	—	—
o 2 6	o 2 6	—	—	—	—	—	—	—	—	—	—
o o 2	o o 2	—	—	—	—	—	—	—	—	—	—
o o 1	o o 1	—	—	—	—	—	—	—	—	—	—
o 4 -	o 4 -	—	—	—	—	—	—	—	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Works,

MIDDLE DECK.		120 & 110.	100 & 98.	90.	80.	74.	64.
Hammock Racking, and Tricing Batten, to take down	per foot	o o -½	o o -½	o o ½	—	—	—
Cants of the Cabin and Galley, to take up	—	o o 1	o o 1	o o 1	—	—	—
Standard to unbolt and take down	each	o 9 -	o 9 -	o 9 -	—	—	—
Shotracks round the Hatchways to unbolt and take down	per foot	o o 2	o o 2	o o 2	—	—	—
Comings to unbolt and take up	—	o o 3	o o 3	o o 3	—	—	—
Headledges	each	o 3 -	o 3 -	o 3 -	—	—	—
Scuppers to take out	—	o 1 6	o 1 6	o 1 6	—	—	—
Sweep, pieces to Ports to unbolt and take down	—	o 3 -	o 3 -	o 3 -	—	—	—
Transom Sash	—	o 10 -	o 10 -	o 10 -	—	—	—
Iron Knees to D°	—	o 6 -	o 6 -	o 6 -	—	—	—
Ring and Eye-bolts to Ports, and Flat to drive out	—	o o 11	o o 11	o o 11	—	—	—
Corner, Pieces to Mast Partners to unbolt	—	o 2 -	o 2 -	o 2 -	—	—	—
Mast Partners	—	o 10 -	o 10 -	o 10 -	—	—	—
Bowsprect D°	—	o 14 -	o 14 -	o 14 -	—	—	—
Pillars to clear and take down	—	o 1 -	o 1 -	o 1 -	—	—	—
Carlings under Firehearth to unbolt and take down,	per foot	o o 10	o o 10	o o 10	—	—	—
— to take up	each	o o 2	o o 2	o o 2	—	—	—
Ledges	—	o o 1	o o 1	o o 1	—	—	—
Iron Knees under beams to unbolt and take down	—	o 9 -	o 9 -	o 9 -	—	—	—
Knees, Hanging	—	o 11 -	o 11 -	o 11 -	—	—	—
— Lodging	—	o 4 6	o 4 6	o 4 6	—	—	—
— Hanging, to drive out fore and aft Bolts,	per bolt	o 1 1	o 1 1	o 1 1	—	—	—
— — — in and out	—	o 1 7	o 1 7	o 1 7	—	—	—
— Lodging, to drive out in and out Bolts,	per bolt	o 1 6	o 1 6	o 1 6	—	—	—
Prongs to unbolt and take down	each	o 10 -	o 10 -	o 10 -	—	—	—
Beams to take out and examine	—	o 15 -	o 15 -	o 15 -	—	—	—
— to unbolt the Scarphs	per bolt	o 1 1	o 1 1	o 1 1	—	—	—
— Half, to clear and take down	each	o 6 -	o 6 -	o 6 -	—	—	—
— — of Fir, aft, to take out	—	o 4 -	o 4 -	o 4 -	—	—	—
— to cut off an end, trim a Scarph, and make a Mould	—	1 5 -	1 5 -	1 5 -	—	—	—
Hook to unbolt and take down	—	1 7 -	1 7 -	1 7 -	—	—	—
Eakings inside the Hook, to unbolt and take down	—	o 6 -	o 6 -	o 6 -	—	—	—

UPPER DECK.							
Hammock Racking, and Tricing Batten, to take down	per foot	o o -½	o o -½	o o -½	o o -½	o o -½	o o -½
Cants of Cabins and Galley to take up	—	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1
Lead	—	o o 1	o o 1	o o 1	o o 1	o o 1	o o 1
Standards to unbolt	each	o 8 6	o 8 6	o 8 6	o 8 6	o 8 6	o 8 6
— to the Bitts to unbolt	—	- -	- -	- -	- -	- -	- -
Shotracks round the Hatchways	per foot	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2
Comings to unbolt and take up	—	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3
Headledges	each	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -
Scuppers to take out	—	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6
Ring and Eye-bolts to the Ports and Flat to drive out	—	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10
Eye-bolts round Mast	—	o o 10	o o 10	o o 10	o o 9	o o 9	o o 9
Stopper	—	- -	- -	- -	- -	- -	- -
Sweep, pieces to the Ports to unbolt	—	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -
Carronade Chocks	per bolt	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -
— — to unhook	each	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -
Iron Straps and Chocks on nonrecoil, inside, to unbolt and take down	per bolt	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6
Corner Pieces to Mainhatch to unbolt	each	- -	- -	- -	- -	- -	- -
— — to Mast Partners	—	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -
Mast Partners	—	o 8 -	o 8 -	o 8 -	o 8 -	o 8 o	o 7 -
Bowsprect	—	- -	- -	- -	- -	- -	- -
— Chock	—	o 8 -	o 8 -	o 8 -	o 7 -	o 7 -	o 6 6
Knees to Bowsprect Bitts — and take up	—	- -	- -	- -	- -	- -	- -

on the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works,

UPPER DECK.		120. & 110.	100 & 98.	90.	80.	74.	64.
Chocks on foreſide of Bowſpreet Bitts to unbolt and take down	each	- -	- -	- -	- -	- -	- -
Bowſpreet Bitts to unbolt and take up	—	- -	- -	- -	- -	- -	- -
— Croſs-piece to D° D°	—	- -	- -	- -	- -	- -	- -
Pillars to take down, Wood or Iron	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Carling under the Firehearth to unbolt and take down	per foot	- -	- -	- -	0 0 10	0 0 10	0 0 10
Knees, Iron, under Beams, to unbolt and take down	each	0 7 -	0 7 -	0 7 -	0 6 6	0 6 6	0 6 6
Step of Capſtan to unbolt and — up	—	- -	- -	- -	- -	- -	- -
Wing-pieces to D° —	per foot	- -	- -	- -	- -	- -	- -
Pawls to unbolt —	each	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Manger Boards to take down	per foot	- -	- -	- -	- -	- -	- -
— Stantions —	each	- -	- -	- -	- -	- -	- -
— Chocks to the ſide to unbolt	—	- -	- -	- -	- -	- -	- -
Chocks on the Bows for Bucklars	—	- -	- -	- -	- -	- -	- -
Bucklars, Bars, Cants, and Rollers to take down	all	- -	- -	- -	- -	- -	- -
Doors in the Head to unhang	each	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Beakhead, Stantions to unbolt and take down	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— Fillings between D° —	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Dowſing Chock to unbolt —	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Strap Iron to D° — —	per bolt	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Collar Beam to unbolt and —	each	- -	- -	- -	0 6 6	0 6 6	0 6 -
Knees to D° — —	—	- -	- -	- -	0 4 -	0 4 -	0 3 9
Stools to Round-houſes to unbolt and take down	—	0 4 -	0 4 -	0 4 -	0 3 9	0 3 9	0 3 6
Carlings to take up	—	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ledges —	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Gallows Bitts to unbolt and take up	—	- -	- -	- -	- -	- -	- -
Croſs-piece to D° off	—	- -	- -	- -	- -	- -	- -
Main, Jeer, and Topſail-ſheet Bitts to unbolt and take down	—	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 6
Croſs-piece to D° to unbolt and take down	—	0 2 6	0 2 6	0 2 6	0 2 -	0 2 -	0 2 -
Knees, Ledging	—	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 3 9
— Hanging	—	0 9 -	0 9 -	0 9 -	0 8 6	0 8 6	0 8 -
— — to drive out fore and aft Bolts	per bolt	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 0 11
— — — in and out —	—	0 1 5	0 1 5	0 1 5	0 1 4½	0 1 4½	0 1 4
— Lodging — — —	—	0 1 4	0 1 4	0 1 4	0 1 4	0 1 4	0 1 3
Prongs to unbolt and take down	each	0 8 -	0 8 -	0 8 -	0 7 -	0 7 -	0 6 6
Beams to take out and examine	—	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 0
— to unbolt the Scarphs	per bolt	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 0 11
— Half, to clear and take down	each	0 6 -	0 6 -	0 6 -	0 5 -	0 5 -	0 5 -
— to cut off an End, trim a Scarph, and make a Mould	—	1 3 -	1 3 -	1 3 -	1 2 -	1 2 -	1 1 -
— Half Fir, abaft, to take out and examine	—	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 3 6
Hooks to unbolt and take down	—	1 6 -	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -
Eakings inſide the Hock to unbolt and take down	—	0 6 -	0 6 -	0 5 6	0 5 -	0 5 -	0 4 6
Bitts, Riding — — out	—	- -	- -	- -	- -	- -	- -
Croſs-piece to unſhip	—	- -	- -	- -	- -	- -	- -
Shot-lockers under Croſs-piece to take out	—	- -	- -	- -	- -	- -	- -
Blocks, Tack and Sheet, to unbolt and take out	—	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 6
Ranger for D° D° — —	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Pins, belaying in Riders, Standards, and Bitts to drive out	—	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Doors at aft part of Galley to unhang	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Stantions for D° — to take down	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Capſtan Partners to unbolt and take up	per bolt	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Houſes of Eaſe to take down	per foot	- -	- -	- -	- -	- -	- -
Stantions to D° —	each	- -	- -	- -	- -	- -	- -
Cheek Blocks to unbolt	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Main-ſheet Tranſom, D° and take down	—	- -	- -	- -	- -	- -	- -
Knees to D° — —	—	- -	- -	- -	- -	- -	- -
Top-tackle Eye-bolts to drive out	—	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 1 1
Catheads to unbolt and take down	—	- -	- -	- -	- -	- -	- -
Chock on the Taffrail for the Boom to unbolt and take down	—	- -	- -	- -	- -	- -	- -

on the feveral Claffes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 6 -	0 6 -	0 6 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 3 -	0 3 -	0 3 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 2 -	0 2 -	0 1 6
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	—	—	—
0 6 -	0 6 -	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 4 -
- -	- -	0 6 6	0 6 6	0 6 -	0 6 -	0 6 -	0 5 6	0 5 -	0 5 -	0 4 6	0 4 -
- -	- -	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 2	0 1 2	0 1 2	0 1 2	0 1 2
- -	- -	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
- -	1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—
- -	- -	0 4 -	0 4 -	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	0 3 -	—	—
- -	- -	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 2 9	0 2 9	0 2 6
- -	- -	0 5 -	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
0 2 6	0 2 6	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
0 5 6	0 5 -	—	—	—	—	—	—	—	—	—	—
0 3 6	0 3 3	—	—	—	—	—	—	—	—	—	—
0 3 3	0 3 -	—	—	—	—	—	—	—	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 3 -	0 3 -	0 3 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 1 6	0 1 6	0 1 6
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 -	0 1 -	0 1 -
0 3 6	0 3 3	0 3 3	0 3 3	0 3 -	0 2 9	0 2 9	0 2 6	0 2 6	0 2 3	0 2 -	0 2 -
0 7 6	0 6 6	0 6 6	0 6 6	0 6 -	0 5 6	0 5 6	0 5 -	0 5 -	0 4 6	0 4 -	0 4 -
0 0 10	0 0 9	0 0 9	0 0 9	0 0 8	0 0 7	0 0 7	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5
0 1 3	0 1 1	0 1 1	0 1 1	0 1 -	0 0 11	0 0 11	0 0 10½	0 0 10½	0 0 9	0 0 8	0 0 8
0 1 2	0 1 1	0 1 1	0 1 1	0 1 -	0 0 11	0 0 11	0 0 10	0 0 10	0 0 9	0 0 8	0 0 8
0 6 6	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	—	—	—
0 10 -	0 8 -	0 8 -	0 8 -	0 7 6	0 7 6	0 7 -	0 6 6	0 6 -	0 6 -	0 5 -	0 4 6
0 0 10	0 0 9	0 0 8	0 0 8	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 5½	0 0 5
0 5 -	0 4 6	0 4 6	0 4 6	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 2 6
1 0 -	0 19 -	0 19 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 14 -	0 13 -	0 12 -
0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	—	—	—
1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 16 -	0 15 -	0 14 -	0 14 -	0 13 -	0 12 -	0 11 -
0 4 6	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 6	0 3 -	0 2 6	0 2 6
- -	- -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 -	0 5 -	0 4 6	0 4 -	0 4 -
- -	- -	0 6 -	0 5 6	0 5 -	0 4 -	0 4 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6
- -	- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 7	0 0 7
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 1 -	0 1 -	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
- -	- -	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
- -	- -	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 8 -	0 7 6	0 7 6
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 5 -	0 4 -	0 3 -
0 1 1	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 0 10	0 0 10	0 0 10
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 7 -	0 6 -	0 5 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 3 -	0 2 6	0 2 -

The propoſed Scheme of PRICES, for performing Shipwrights We

Quarter-Deck, Forecaſtle, and Waiſt.	120 & 110.			100 & 98.			90.			80.			74.			64.		
Iron Cranks for Arms, to take down - - - each	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
— — Capſtan Bars — - - - —	0	1	0	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-
Cants — for Cabins to take up - - per foot	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
Forebrace Bitts, to unbolt and take down - - each	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Croſs-piece to D° — - - - — - - —	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Topſail-ſheet and Jeer Bitts - — - - —	0	2	6	0	2	6	0	2	6	0	2	6	0	2	6	0	2	6
Croſs-piece to D° D° — - - - — - - —	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Shot-racks round Hatchways to unbolt - - per foot	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Rings round Maſts to take up - - - - each	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	-
Steering-wheel, Stantions to unbolt and take down, —	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6
Comings, to unbolt and take up - - - per foot	0	0	2½	0	0	2½	0	0	2½	0	0	2½	0	0	2½	0	0	2½
Headledges — - - - — - - - each	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Ring and Eye-bolts to Ports, and Flat to drive out, —	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8
Carronade Chocks to unbolt - - - per bolt	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-
— — to unhook - - - - each	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-
Iron Straps and Chocks on the Nonrecoil to unbolt, per bolt	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
Ranges to unbolt - - - - - - each	0	1	6	0	0	6	0	1	6	0	1	6	0	1	6	0	1	6
Shroudracks — and take down - - per bolt	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
Partners of Capſtan to unbolt and take up - - —	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
Iron Framing round Ladderway - - - - each	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Rails to Breaſtwork, to unbolt and take off - per foot	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Stantions to D° — — down - - each	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
Sweep-pieces to the Ports to unbolt - - - each	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Stantions Hammock to take down - - - —	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
— Waiſt — — - - - —	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6
Anchor Chocks to unbolt - - - - —	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Cat Blocks to — and take off - - —	0	6	-	0	6	-	0	6	-	0	5	6	0	5	6	0	5	6
— Tails — — up - - —	0	13	-	0	13	-	0	13	-	0	12	-	0	12	-	0	11	-
— Heads — — — - - —	1	0	0	1	0	0	1	0	0	0	18	-	0	18	-	0	17	-
Knees under the Cathead — down - - —	0	8	-	0	8	-	0	8	-	0	7	-	0	7	-	0	6	6
Plankſheer and Gunwale — off, - per foot	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Eyebolts, long, in Breaſtbeam to drive out - - each	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3
Pinracks below Bitts to unbolt and clear - - —	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6
Knees, Hanging, to unbolt and take down - - —	0	6	-	0	6	-	0	6	-	0	5	6	0	5	6	0	5	-
— Lodging — — - - —	0	3	-	0	3	-	0	3	-	0	2	9	0	2	9	0	2	6
— Hanging, to drive out fore and aft bolts, per bolt	0	0	8	0	0	8	0	0	8	0	0	7	0	0	7	0	0	7
— — — — in and out — - —	0	1	-	0	1	-	0	1	-	0	0	11	0	0	11	0	0	10
— Lodging — — — — - —	0	1	-	0	1	-	0	1	-	0	0	11	0	0	11	0	0	10
— Iron under the Beams, to unbolt - each	0	4	-	0	4	-	0	4	-	0	3	6	0	3	6	0	3	6
Beams, to take out and examine - - - - —	0	8	-	0	8	-	0	7	-	0	6	-	0	6	-	0	5	-
— to unbolt the Scarphs - - - per bolt	0	0	8	0	0	8	0	0	8	0	0	7	0	0	7	0	0	7
— half, to clear and take down - - - each	0	5	-	0	5	-	0	5	-	0	4	-	0	4	-	0	4	
— to cut off an end, trim out a Scarph, and make a Mould - - —	1	0	-	1	0	-	1	0	-	0	13	-	0	18	-	0	17	-
— Half in wake of Hatchways, to take out and clear - - - - - -	0	4	-	0	4	-	0	4	-	0	3	-	0	3	-	0	2	6
— Skid - - - - - - - —	0	8	-	0	8	-	0	7	-	0	6	-	0	6	-	0	5	-
Pins, belaying in Skid-beams to drive out - - each	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6
Hook, to unbolt and take down - - - - —																		
Check, and Snatch-blocks to unbolt - - - —	0	1	6	0	1	6	0	1								0	1	6
Blocks, Mainbrace — - - - - —																		
— Tranſporting — - - - - —																		
— fix to the ſide — - - - - —	0	3	-	0	3	-	0	3		0	2		0	2	9	0	2	9
Taffrail Rail to unbolt and clear - - - per foot																		
— Tranſom — — - - - - each																		
Knees to — — — - - - - —																		
Tumbler for Enſign-ſtaff — - - - - —																		
Claſp — — — - - - - —																		
Lead againſt Bitthing to take off - - per foot																		
Rings round Maſts — up - - - each	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6
Bowſpreet Chock, to unbolt and clear - - - —																		
Boom — on Taffrail — - - - - —																		

on the feveral Claſſes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o o 1	o o 1	—	—	—	—	—	—	—	—	—	—
o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 2 6	o 2 6	o 2 6	o 2 6	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o o 2½	o o 2½	o o 2½	o o 2½	o o 2½	o o 2	o o 2½	o o 2½	o o 2½	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o o 8	o o 8	o o 8	o o 8	o o 8	o o 8	o o 8	o o 8	o o 8	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o 1 6	o o 6	o o 6	o o 6	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 4 6	o 4 6	o 4 -	o 4 -	—	—	—
o 11 o	o 10 -	—	—	—	—	—	—	—	—	—	—
o 17 o	o 16 -	o 15 -	o 15 -	o 15 -	o 14 -	o 14 -	o 13 -	o 13 -	—	—	—
o 6 -	o 6 -	—	—	—	—	—	—	—	—	—	—
o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	—	—	—
o 1 3	o 1 3	o 1 3	o 1 3	1 3	o 1 3	o 1 3	o 1 3	o 1 3	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
o 5 -	o 4 6	o 4 6	o 4 6	o 4 2	o 4 2	o 4 2	o 4 2	o 4 2	—	—	—
o 2 6	o 2 3	o 2 3	o 2 3	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o o 7	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o o 10	o o 9	o o 9	o o 9	o o 8	o o 8	o o 8	o o 8	o o 8	—	—	—
o o 10	o o 9	o o 9	o o 9	o o 8	o o 8	o o 8	o o 8	o o 8	—	—	—
o 3 6	o 3 6	o 3 6	o 3 6	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	—	—	—
o 5 -	o 4 6	o 4 -	o 4 -	o 4 -	o 3 6	o 3 6	o 3 -	o 3 -	—	—	—
o o 7	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
o 3 6	o 3 6	o 3 -	o 3 -	o 2 6	o 2 6	o 2 3	o 2 -	o 2 -	—	—	—
o 17 -	o 16 -	o 15 -	o 15 -	o 14 -	o 13 -	o 13 -	o 12 -	o 12 -	—	—	—
o 2 6	o 2 3	o 2 -	o 2 -	o 2 -	o 1 9	o 1 9	o 1 6	o 1 6	—	—	—
o 5 -	o 4 6	o 4 -	o 4 -	o 4 -	o 3 6	o 3 6	o 3 -	o 3 -	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
- -	- -	o 16 -	o 16 -	o 16 -	o 14 -	o 14 -	o 12 -	o 12 -	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
- -	o 4 -	o 4 -	o 4 -	o 4 -	o 3 6	o 3 6	o 3 -	o 3 -	—	—	—
- -	o 3 -	o 3 -	o 3 -	o 3 -	o 2 6	o 2 6	o 2 6	o 2 6	—	—	—
o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	—	—	—
- -	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	—	—	—
- -	o 5 -	o 5 -	o 5 -	o 5 -	o 4 6	o 4 6	o 4 -	o 4 -	—	—	—
- -	o 4 -	o 4 -	o 4 -	o 4 -	o 3 6	o 3 6	o 3 -	o 3 -	—	—	—
- -	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 -	o 2 -	o 2 -	—	—	—
- -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 1 6	o 1 6	o 1 6	—	—	—
- -	o o 1	o o 1	o o 1	o o 1	o 1 1	o o 1	o o 1	o o 1	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o o 6	o 1 6	o 1 6	o 1 6	—	—	—
- -	- -	o 6 -	o 6 -	o 6 -	o 5 6	o 5 6	o 5 6	o 5 6	o 5 -	o 5 -	o 5 -
- -	o 4 -	o 4 -	o 4 -	o 4 -	o 3 9	o 3 6	o 3 3	o 3 -	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work,

ROUNDHOUSE.	120 & 110.	100 & 98.	90.	80.	74.	64.
Sheet and Jeer Bitts, to unbolt and take up - - each	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Crofs piece to D° — — - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Rings round the Maft — — - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Taffrail Rail to unbolt and clear - - per foot	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
— Tranfom — — - - - each	0 6 -	0 6 -	0 6 0	0 6 -	0 6 -	0 5 6
Knees to D° — — - - - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 -	0 4 -
Tumbler for Enfign-ftaff, to unbolt - - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Clafp — — — - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Cap — — — - - - —	0 4 -	0 4 -	0 3 6	0 3 -	0 3 -	0 2 9
Taffrail, Knees to unbolt and take up - - - —	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 7 6
Rail for Breaftwork, to unbolt and take off - per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Stantions — — and clear - - - each	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Lead againft Birthing to take off - - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Comings to unbolt and take up - - - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Headledges — - - - — - - - each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Blocks - Mainbrace to unbolt and clear - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 6
— Fix to the fide — — - - —	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 9
Ranges - - - - - — — - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Knees, Hanging, to unbolt and take down - - —	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 2
— Lodging — — — - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— Hanging, to drive out fore and aft Bolts - per bolt	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— — - — in and out — - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8
— lodging to drive out the in and out Folts - —	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8
— Iron under the Beams to unbolt and take down - - - - - - - each	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Beams to take out and examine - - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 9
— to cut off an end, trim out a Scarph, and make a Mould - - - - - - —	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
Lead Pipes through the Deck to clear and take out —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Ring and Eye-bolts to the Ports and Flat to drive out - - - - - - - - per bolt	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7

WITHOUT BOARD.						
To dock and fhore the Ship - - - - -	24 0 -	24 0 -	24 0 -	16 0 -	16 0 -	16 0 -
— Undock and take away the Shores - - - -	12 0 -	12 0 -	12 0 -	8 0 -	8 0 -	8 0 -
— Copper fheets to take off - - - per fheet	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
— — to bring on and faften - - - —	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
— — to take off from the bottom, all - —	53 0 -	48 0 -	43 0 -	38 0 -	33 0 -	30 10 0
— Dub or cleanfe the bottom when the copper is taking off - - - - - - —	35 0 -	32 0 -	29 0 -	25 0 -	22 0 -	20 10 -
Air Bracket to clear and take down - - - each	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
Headrails, Upper, to unbolt — - - - —	0 15 -	0 15 -	0 14 -	0 13 -	0 13 -	0 12 -
— Middle - — — - - - —	0 6 -	0 6 -	0 6 -	0 5 -	0 5 -	0 4 6
— Lower — — - - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -
Timbers in the head — — - - - —	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
Face-pieces to Timbers — - - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Supporters and Eakins — - - - —	0 15 -	0 14 6	0 14 -	0 13 6	0 13 -	0 12 -
Standard on the Knee — — - - - —	0 11 -	0 11 -	0 10 -	0 9 -	0 9 -	0 8 6
Lacing D — — - - - —	0 11 -	0 11 -	0 10 -	0 9 -	0 9 -	0 8 6
Shoots in the head — — - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Seats of eafe - - - - — — - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Iron Plates over ends of Ledger, up - - - each	0 1 -	0 1 -	0 1 -	0 1 0	0 1 -	0 1 -
Ledges - in head — — - - - —	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Carlings - - - — to unbolt - - - —	0 2 -	0 2 -	0 2 -	0 1 9	0 1 9	0 1 6
Knees to Crofs-piece — — - - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 3
Crofs pieces in head to unbolt and take up - - each	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
Guard Iron, or Horfes, to clear and — down — —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6
Bumpkins - - - to unbolt — up - - —	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
— Iron, with Stays - and — out - - —	- - -	- - -	- - -	- - -	- - -	- - -
Falfe Rails - - - — - and — up - - —	0 9 -	0 9 -	0 8 6	0 8 6	0 8 -	0 7 6
Stantions for accommodation Grating, to unbolt - —	0 6 -	0 6 -	0 6 -	0 4 6	0 4 6	0 4 -
Crofs-pieces — — — - - —	0 1 6	0 1 -	0 1 6	0 1 6	0 1 6	0 1 6

the feveral Claſſes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 3 -	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 0 4	—	—	—	—	—	—	—	—	—	—	—
0 5 -	—	—	—	—	—	—	—	—	—	—	—
0 4 -	—	—	—	—	—	—	—	—	—	—	—
0 2 6	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 2 6	—	—	—	—	—	—	—	—	—	—	—
0 7 -	—	—	—	—	—	—	—	—	—	—	—
0 0 1½	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—
0 0 1	—	—	—	—	—	—	—	—	—	—	—
0 0 2	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 4 -	—	—	—	—	—	—	—	—	—	—	—
0 2 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 4 2	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—
0 0 8	—	—	—	—	—	—	—	—	—	—	—
0 0 8	—	—	—	—	—	—	—	—	—	—	—
0 3 -	—	—	—	—	—	—	—	—	—	—	—
0 2 6	—	—	—	—	—	—	—	—	—	—	—
0 12 -	—	—	—	—	—	—	—	—	—	—	—
0 1 -	—	—	—	—	—	—	—	—	—	—	—
0 0 7	—	—	—	—	—	—	—	—	—	—	—

14 0 -	14 0 -	12 0 -	12 0 -	12 0 -	10 0 -	10 0 -	8 0 -	8 0 -	8 0 -	6 0 -	4 0 -
7 0 -	7 0 -	6 0 -	6 0 -	6 0 -	5 0 -	5 0 -	4 0 -	4 0 -	4 0 -	3 0 -	2 0 -
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
28 0 -	26 0 -	26 0 -	24 0 -	22 0 -	20 0 -	18 0 -	16 0 -	15 0 -	13 0 -	11 0 -	9 0 -
19 0 -	17 0 -	17 0 -	16 0 -	15 0 -	13 0 -	12 0 -	11 0 -	10 0 -	9 0 -	7 10 -	6 0 -
0 3 -	0 3 -	0 2 6	0 2 6	0 2 6	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—
0 11 -	0 10 -	0 9 -	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 7 -	0 6 -	—	—
0 4 -	0 4 -	—	—	—	—	—	—	—	—	—	—
0 3 6	0 3 6	0 3 3	0 3 3	0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	0 3 -	—	—
0 5 -	0 4 6	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—
0 11 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 0	0 7 6	0 7 -	0 6 6	0 6 -	0 6 -	0 6 -
0 8 -	0 8 -	0 7 -	0 7 -	0 6 6	0 6 -	0 6 -	0 5 -	0 5 -	0 4 6	—	—
0 8 -	0 8 -	0 7 -	0 7 -	0 6 6	0 6 -	0 6 -	0 5 -	0 5 -	0 4 6	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—
0 1 0	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—
0 1 6	0 1 3	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—
0 4 3	0 4 -	0 3 6	0 3 6	0 3 6	0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	—	—
0 3 3	0 3 -	0 3 -	0 2 9	0 2 6	0 2 3	0 2 -	0 2 -	0 2 -	0 1 9	—	—
0 2 6	0 2 6	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—
0 5 -	0 4 6	0 4 -	0 4 -	0 4 -	0 3 9	0 3 6	0 3 -	0 3 -	0 3 -	—	—
										0 5 -	0 5 -
0 7 -	0 6 6	0 6 -	0 6 -	0 5 6	0 5 3	0 5 -	0 4 6	0 4 0	0 3 6	—	—
0 4 -	0 4 -	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES for performing Shipwrights Wor

WITHOUT BOARD.	120 & 110.	100 & 98.	90.	80.	74.	64.
Carlings for accommodation Grating, to unbolt - each	0 4 -	0 4 -	0 4 -	0 3 6	0 3 -	0 3 -
Bolſters to the Hawſe, to unbolt and take down, per bolt	0 2 -	0 2 -	0 2 -	0 1 9	0 1 9	0 1 9
Solids, between Cheeks on the Knee, to unbolt — - each	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 6
— — — — Bows — — - —	- - -	- - -	- - -	- - -	- - -	- - -
Hawſepipes to take out - - - - - - —	0 5 -	0 5 -	0 4 6	0 4 -	0 4 -	0 3 6
Waſhboards under the Cheeks on the Bows, to take off —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 6
— — — — Knee — —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 6
Cheeks, to unbolt and take down - - - - - —	0 18 -	0 18 -	0 17 -	0 16 -	0 16 -	0 15 -
Lead on the Knee and Gripe, to take off - per foot	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Figure of the Head, to unbolt and — - - each	1 2 -	1 0 -	0 18 -	0 14 -	0 14 -	0 13 6
Knee — — and — - - —	20 0 -	20 0 -	19 0 -	17 0 -	16 0 -	15 0 -
Gripe — — and — - - —	3 0 -	2 18 -	2 16 -	2 12 -	2 10 -	2 6 -
Knee at aft ſide Cathead and — - - —	0 7 -	0 7 -	0 7 -	0 6 -	0 6 -	0 5 6
Billboards - to clear and take up - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 9
Iron Plates on Billboards — and — - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 9
Linings of the Anchor, to take off - - per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Stantions to Linings, to take down - - - each	0 0 6	0 0 6	0 0 6	0 0 4	0 0 4	0 0 4
Bolſter — to unbolt and take down - —	0 2 -	0 2 -	0 2 -	0 1 10	0 1 10	0 1 10
Cheſtree and Bolſters — — - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Fenders to the Side — — - - —	0 4 -	0 4 -	0 4 -	0 3 -	0 3 -	0 3 -
Steps of the Side — — off - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Blocks, lift - - — — - - —	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 9
Wriggles, Port - — — - - —	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Rails, Sheer, Waſte, and Drift — - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Davits, Boat in Mizen Channels, to unbolt - - each	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
— — over the Stern — - - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Shoots of the Side, to take off and clear - - —	0 3 -	0 3 -	0 3 -	0 2 -	0 2 -	0 2 -
Shankpainter, Fiſhtackle, Bowſprit Shroud Bolts, to drive out - - - - - per bolt	0 1 1	0 1 1	0 1 1	0 1 -	0 1 -	0 0 11
Preventer Eyebolts, and Eyebolts for Tacks and Sheets, to drive out - - - - —	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 10
Bolts, Chainplate to Channels, to drive out - - —	0 1 1	0 1 1	0 1 1	0 1 -	0 1 -	0 0 11
— — to Backſtays - - - —	—	—	—	—	—	—
Waſhboards over Cheeks, to take down - - - each	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Bolſters to Gammoning Holes — - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Preventer Plates - - — - - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— — to drive out Forelocks - - - -	- -	- -	- -	- -	- -	- -
Dead Eyes to main and fore Channels, to take down, —	0 1 -	0 1 -	0 0 11	0 0 10	0 0 10	0 0 9
— Mizen and Back Stay Stools - - —	0 0 8	0 0 8	0 0 7	0 0 6	0 0 6	0 0 5
Knees to main and fore Channels, to unbolt - - —	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
— to Mizen and Back Stay Stools — - - —	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 6
Ring and Eye-plates to Channels — - - —	0 4 -	0 4 -	0 4 -	0 3 10	0 3 10	0 3 9
Boom Irons — - - - — - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Swivel Bolts in — - - — to drive out - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Spiders, Iron, for Mainſheet, to unbolt and clear - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 4 9
Channels, Main, to unbolt and take down - - —	1 17 -	1 17 -	1 16 -	1 14 -	1 13 -	1 11 -
— Fore — — - - —	1 15 -	1 15 -	1 14 -	1 12 -	1 11 -	1 9 -
— Mizen — — - - —	1 2 -	1 2 -	1 1 -	0 19 -	0 18 -	0 17 -
Backſtay Stools — — - - —	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 7 6
Portlids, Gundeck, to unhang - - - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
— Middle Deck — - - - - —	0 2 6	0 2 6	0 2 6	—	—	—
— Upper Deck — - - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— Quarter Deck — - - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Scuttle, in Portlids — - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— and Oar Portlids in the ſide to unhang - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Entering Port Hood, to unbolt and take down - —	0 6 -	0 6 -	0 6 -	—	—	—
— — Pillars - - — - - —	0 2 -	0 2 -	0 2 -	—	—	—
— — Brackets — - — - - —	0 1 6	0 1 6	0 1 6	—	—	—
Lead — on D° — - — - per foot	0 0 1	0 0 1	0 0 1	—	—	—
Nails to draw out of Timbers - - - - each	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ciſtern in Quarter Galley, to take out - - - —	0 2 -	0 2 -	0 2 -	0 1 11	0 1 11	0 1 11
Fretwork and Rails above the Finiſhing, to take out —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Upper Finiſhing - - - - - — - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -

on the feveral Claffes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
0 1 8	0 1 8	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 4	0 1 2	0 1 -
0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
- - -	- - -	0 5 6	0 5 6	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	—	—
0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 -	0 2 -	0 1 9	0 1 6	0 1 6
0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 2 6	0 2 -	0 1 6
0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 2 6	0 2 -	0 1 6
0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 6	0 5 -	0 4 -
0 0 3½	0 0 3½	0 0 3	0 0 3	0 0 3	0 0 3	0 0 2½	0 0 2½	0 0 2½	0 0 2	0 0 2	0 0 2
0 13 -	0 12 6	0 12 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 10 -	0 8 -	0 7 -	0 6 -
14 0 -	12 0 -	10 0 -	9 0 -	8 0 -	7 0 -	6 0 -	5 0 -	4 0 -	3 15 -	3 10 -	3 3 -
2 0 -	1 14 -	1 10 -	1 8 -	1 4 -	1 1 -	0 19 -	0 17 -	0 15 -	0 14 -	0 13 -	0 12 -
0 5 6	0 5 6	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	—	—	—
0 2 9	0 2 9	0 2 6	0 2 6	0 2 6	0 2 3	0 2 3	0 2 -	0 1 9	0 1 6	—	—
0 1 9	0 1 9	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	—	—	—
0 0 4	0 0 4	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
0 1 8	0 1 8	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	—	—	—
0 3 -	0 3 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 3 9	0 3 9	0 3 6	0 3 6	0 3 6	0 3 6	0 3 3	0 3 3	0 3 -	0 3 -	0 2 9	0 2 6
0 2 -	0 2 -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
—	—	—	—	—	—	—	—	—	—	—	—
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
- -	- -	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	—	—	—
0 0 8	0 0 7	0 0 7	0 0 7	0 0 6	0 0 5	0 0 5	0 0 4½	0 0 4	0 0 3½	0 0 3	0 0 3
0 0 5	0 0 4	0 0 4	0 0 4	0 0 4	0 0 3	0 0 3	0 0 3	0 0 3	0 0 2	0 0 2	0 0 2
0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 -	0 2 -	—	—	—
0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 1 6	0 1 6	—	—	—
0 3 8	0 3 6	0 3 4	0 3 4	0 3 2	0 3 1	0 3 -	0 2 11	0 2 10	0 2 8	0 2 7	0 2 6
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
0 4 6	0 4 3	0 4 -	0 3 11	0 3 10	0 3 8	0 3 4	0 3 -	0 3 -	—	—	—
1 8 -	1 6 -	1 4 -	1 3 -	1 1 -	1 0 -	0 18 -	0 16 -	0 14 -	0 14 -	0 13 -	0 12 -
1 6 -	1 4 -	1 2 -	1 1 -	0 19 -	0 18 -	0 16 -	0 14 -	0 12 -	0 12 -	0 11 -	0 10 -
0 16 -	0 15 -	0 14 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	—	—	—
0 7 -	0 7 -	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 -
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
									Bow-ports in two.		
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 3 -	0 3 -	0 3 -
0 2 -	0 2 -	—	—	—	—	—	—	—	—	—	—
0 1 -	0 1 -	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 1 11	0 1 11	0 1 10	0 1 10	0 1 10	0 1 9	0 1 9	0 1 8	0 1 8	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 4 9	0 4 6	0 4 6	0 4 6	0 4 6	0 4 3	0 4 3	0 4 -	0 4 -	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works,

WITHOUT BOARD.	120 & 110.	100 & 98.	90.	80.	74.	64.
Lead Pipes in the Galleries - - - - each	0 1 -	6 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Lead — on the Stools — - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Knee under the Stools, to unbolt and take up - each	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
Rails on the Stools and Breach to take off - - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Water Tabling - - — - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Canterliver Bracket - — - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Bannifters - - - — - - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Lead - - - - - — - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Quarter-pieces to unbolt and — - - - each	1 11 -	1 11 -	1 11 -	1 6 -	1 6 -	1 4 -
Terms and Truſſes — — - - - —	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 3
Lower — Finiſhings - — - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Corner Pieces - - — - - - —	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
Stools to Galleries to unbolt and — - - - —	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 13 -
Bannifters, right aft - — - - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Lead - - - - - — - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Rails, right aft - - — - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Taffrail - to unbolt and — - - - —	2 15 -	2 15 -	2 13 -	2 10 -	2 10 -	2 7 6
Cranks and Stools for Stever Lanthorns, to take off each	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 6
Lead in Helmport to take off - - - per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Counter Portlids to unhang - - - each	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Tuckrails to unbolt and take down - - per foot	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Woodlock of the Rother, to take out - - each	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
Rother, to prepare Geer, hang and return the Geer -	4 12 -	4 10 -	4 7 -	4 3 -	3 18 -	3 12 -
— Hoop, to drive off - - - - - - each	0 2 -	0 2 -	0 2 -	0 1 9	0 1 9	0 1 6
— Pintles, to unbolt and take off - - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 3
— Braces — and — - - - —	0 7 -	0 7 -	0 7 -	0 6 -	0 6 -	0 5 6
— Ringplate — and — - - - —	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
Dovetail Plates — and — - - - per bolt	0 1 2	0 1 2	0 1 2	0 1 -	0 1 -	0 1 -
Horſhoe — — and — - - - —	0 1 2	0 1 2	0 1 2	0 1 -	0 1 -	0 1 -
Keelſtaples to take out - - - - each	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Shores cut to a length, and ſet up - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— to ſhift - - - - - - - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Plank on heads of Shores, to trim and faſten - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Ship to ſet up fore and aft - - - - -	39 0 0	36 0 0	33 0 0	30 0 0	28 0 0	24 0 0
Ribband Shores to take up - - - - each	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Ribband - — - - - - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ship Plank - — - - - - - —	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Blocks - - — out - - - - each	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— to put under and ſtop up the Ship - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— Angular, and Iron Wedges to take out without ſetting up the Ship - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— Angular, and Iron Wedges to redrive under the Ship - - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— to re-place - - - - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Ship Plank to trim and faſten - - - per foot	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
— — to relay and — - - - - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Shores to take away and ſettle the Ship - - each	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Planks on Heads of Shores to take off, and ſpile up the Nail-holes - - - - - - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ribband to trim and faſten - - - per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— to relay and — - - - - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
— Shores to cut off and faſten - - - each	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 0
— — to replace and — - - - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Blocks, Angular, to trim and complete with Plates —	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
— to fit and faſten Iron Plates in the Dock - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— Intermediate, to trim and faſten - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— and Wedges to replace and ſecure - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— to laſh Caps upon and - — - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— — Blocks — - - — - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6

on the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—	—
0 2 3	0 2 3	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 0 3	—	—	—	—	—	—	—	—	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—	—
1 2 -	0 18 -	0 16 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	—	—	—
0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	0 1 9	0 1 9	0 1 6	0 1 6	—	—	—
0 4 9	0 4 6	0 4 6	0 4 6	0 4 6	0 4 3	0 4 3	0 4 -	0 4 -	—	—	—
0 3 -	0 3 -	0 2 9	0 2 9	0 2 6	0 2 3	0 2 3	0 2 -	0 2 -	—	—	—
0 12 -	0 11 -	0 10 6	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 6 -	—	—	—
0 0 3	—	—	—	—	—	—	—	—	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
2 5 -	2 2 6	2 0 -	1 17 6	1 15 -	1 12 6	1 10 -	1 7 6	1 5 -	—	—	—
0 4 4	0 4 2	0 4 -	0 3 10	0 3 8	0 3 6	0 3 4	0 3 2	0 3 -	—	—	—
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
0 1 6	0 1 6	1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 9	0 1 6
3 4 -	2 18 -	2 14 -	2 12 -	2 6 -	2 0 -	1 16 -	1 12 -	1 10 -	1 6 -	1 4 -	1 2 -
0 1 6	0 1 6	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 -	0 1 -	0 0 11	0 0 10	0 0 9
0 4 3	0 4 3	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 2 6	0 2 3	0 2 -
0 5 6	0 5 6	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 2 6	0 2 3	0 2 -
0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 -	0 2 -	0 1 9	0 1 8	0 1 6
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9	0 0 9	0 0 9	0 0 8½	0 0 8
0 0 11	0 0 11	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9	0 0 9	0 0 9	0 0 8½	0 0 8
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
21 0 0	19 0 0	18 0 0	17 0 0	16 0 0	15 0 0	14 0 0	13 0 0	12 0 0	10 0 0	9 0 0	8 0 0
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 0 2	0 0	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6

The propoſed Scheme of PRICES, for performing Shipwrights Work

IN HOLD.		120 & 110.	100 & 98.	90.	80.	74.	64.
Pillars under Orlop and lower Deck Beams, cut to a length, and ſet up	each	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
— under the Gun-deck, cut to a length, and ſet up	—	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6
— old, to replace	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Boards, Limber, to trim and fit	per foot	0 0 5	0 0 5	0 0 5	0 0 4	0 0 4	0 0 4
— — to refit	—	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Cants for Iron Ballaſt to fay and faſten	—	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Stantions for Bulk-heads and Well, to ſet up	each	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
— corner for the Shotlockers	—	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Jambs for the Lights, to trim, rabbit, get up and faſten	—	1 11 -	1 11 -	1 10 -	1 9 -	1 9 -	1 8 6
Beams, under the Pallating, to cut to a length, let down, and faſten	—	0 7 -	0 7 -	0 7 -	0 6 -	0 6 -	0 5 6
— Pallating, to cut to a length, and let down and faſten	—	0 7 -	0 7 -	0 7 -	0 6 -	0 6 -	0 5 6
Carlings, Pallating, to cut to a length, and let down	—	0 1 -	0 1 -	0 1 -	0 0 10	0 0 10	0 0 10
Falſe Bottoms, to make	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 5
Boxes	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Hatches	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 5
Dunnage Batten to fit and faſten	per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Copper on Bulkheads of Magazine to put up and faſten	per ſheet	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
Ciſterns to Magazine Lights, to make and fit	each	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6
Lights in — to fix and complete	—	1 10 -	1 10 -	1 10 -	1 8 -	1 8 -	1 6 -
— in After Powder-room	—	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Beams, for Filling-room, and under the Powder Cheſts, cut to a length, and let down	—	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -
— for Light-room and	—	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
Carlings — — and	—	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Ledges — — and	—	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Beams, After Powder-room, and	—	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
Powder Cheſts to build up, and complete	—	2 4 -	2 4 -	2 4 -	2 2 -	2 2 -	2 0 -
Stantions at aft part of Filling-room to trim and ſet up	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Shifting Battens, to cut and fit	per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Lead, the Filling-room	—	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Stantions for Wing Bulkheads, cut to a length and ſet up	each	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Cells for Wing Bulkheads, to trim and let in	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Pannels — — to make	—	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -
Racks with Pins to cut to a length, and faſten	per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Blinds in Magazine to make and fit	each	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Ladders — and Light-room to make	—	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -	0 6 6
Stantions, Common, to cut off and ſet up	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— Rabbited — and —	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Sills for Doors, Rabbits, put in and faſten	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Doors, double lined, to make and hang	—	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -
Locks to put on	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Lids for Shotlockers, to make and hang	—	0 6 6	0 6 6	0 6 6	0 6 -	0 6 -	0 6 -
Ciſtern in the Well, to get in and ſecure	—	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Splaw-Boards to trim and fit	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Sills for Splaw-boards, and —	each	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -

PLATFORM.							
Beams to trim in one piece	each	- -	- -	- -	- -	- -	- -
— — and put together in two pieces	—	- -	- -	- -	- -	- -	- -
— whole, to cut to a length, get on board, and let down	—	- -	- -	- -	- -	- -	- -
Beam-pieces to trim, ſcarph, get on board, and bolt	—	- -	- -	- -	- -	- -	- -
Mortices in the ends of Beams, for air to cut	—	- -	- -	- -	- -	- -	- -
Knees, Lodging, to chock, refay, and faſten	—	- -	- -	- -	- -	- -	- -
— — to trim — fay, and —	—	- -	- -	- -	- -	- -	- -

the feveral Claffes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop	Sloop-Brig.	Brigantine.	Gun-Brig.
									Upper Deck Beams.		
0 3 3	0 3 3	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
0 4 -	0 4 -	—	—	—	—	—	—	—	—	—	—
0 2 -	0 2 -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 0 4	0 0 4	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 0 3	0 0 2½	0 0 2½	0 0 2½	0 0 2½	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 1 10	0 1 9	0 1 8	0 1 7	0 1 4	0 1 2	0 1 -
0 3 -	0 3 -	0 2 9	0 2 9	0 2 9	0 2 8	0 2 8	0 2 6	0 2 6	0 2 -	0 1 9	0 1 6
1 7 -	1 6 -	1 5 6	1 5 -	1 3 -	1 2 -	1 1 -	1 0 -	1 0 -	—	—	—
0 5 6	0 5 3	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	—	—	—
0 5 6	0 5 3	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	—	—	—
0 0 9	0 0 9	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 6	0 0 6	—	—	—
0 2 5	0 2 4	0 2 3	0 2 3	0 2 3	0 2 2	0 2 2	0 2 -	0 2 -	—	—	—
0 3 -	0 2 9	0 2 9	0 2 9	0 2 9	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 2 5	0 2 4	0 2 3	0 2 3	0 2 3	0 2 2	0 2 2	0 2 -	0 2 -	—	—	—
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	—	—	—
0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	—	—	—
0 9 -	0 8 6	0 8 -	0 8 -	0 8 -	0 7 6	0 7 -	0 6 6	0 6 6	—	—	—
1 4 -	1 2 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	—	—	—
0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 8 -	0 8 -	0 8 -
0 3 -	0 3 -	0 2 6	0 2 6	0 2 6	0 2 3	0 2 3	0 2 -	0 2 -	—	—	—
0 5 -	0 5 -	0 4 6	0 4 6	0 4 6	0 4 -	0 4 -	0 3 6	0 3 6	—	—	—
0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	—	—	—
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	—	—	—
0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 2 6	0 2 6	0 2 -
1 18 -	0 16 -	1 14 -	0 1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	1 0 -	0 18 -	0 18 -
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 2 6	0 2 6	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 0	0 2 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—	—	—	—
0 6 6	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	—	—	—	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	—	—	—	—	—	—
0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -	0 5 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 5 6	0 5 6	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	0 3 9	0 3 6	0 3 -
0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
- -	- -	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 -	0 6 6	0 6 -
- -	- -	1 4 -	1 2 -	1 0 -	0 18 -	0 17 -	0 16 -	0 15 -	—	—	—
- -	- -	0 9 -	0 8 -	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 -	0 3 6	0 3 -
- -	- -	0 9 -	0 8 -	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	—	—	—
- -	- -	0 1 8	0 1 8	0 1 8	0 1 7	0 1 7	0 1 6	0 1 6	—	—	—
- -	- -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 5 -	—	—	—
- -	- -	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

PLATFORM.	120 & 110.	100 & 98	90.	80.	74.	64.
Carlings, to let down - - - - - - each	- -	- -	- -	- -	- -	- -
Ledges — - - - - - - - —	- -	- -	- -	- -	- -	- -
Stantions for the Bulkheads, to put up - - - —	- -	- -	- -	- -	- -	- -
— — Binns and Lockers — - - - - —	- -	- -	- -	- -	- -	- -
— Rabbited, for Doors — - - - - —	- -	- -	- -	- -	- -	- -
Sills — — to put in and faſten —	- -	- -	- -	- -	- -	- -
Doors, to make and hang - - - - - - —	- -	- -	- -	- -	- -	- -
— — and — to Steward's Room - - —	- -	- -	- -	- -	- -	- -
Locks, to put on - - - - - - - - —	- -	- -	- -	- -	- -	- -
Hatches, to make - - - - - - - - —	- -	- -	- -	- -	- -	- -
— Bars to make, mould, fit and complete, with Lock - - - - - —	- -	- -	- -	- -	- -	- -
Lights in the Store-rooms, to let in and ſecure - - —	- -	- -	- -	- -	- -	- -
Dreſſer in Steward's Room, to put up with Drawers - —	- -	- -	- -	- -	- -	- -
Tin in Steward's Room, to fit and faſten - per ſheet	- -	- -	- -	- -	- -	- -
Pillars, to trim and ſet up - - - - - - each	- -	- -	- -	- -	- -	- -
— Old, to replace - - - - - - - —	- -	- -	- -	- -	- -	- -
Plates to let into the Beams, to receive the fore and aft Bolts of the Knees - - —	- -	- -	- -	- -	- -	- -
Scuttlelids over Block-room and Coal-hole, to make —	- -	- -	- -	- -	- -	- -
Dunnage, to fit and faſten - - - - - per foot	- -	- -	- -	- -	- -	- -
Watercocks, to bore the hole, put the Pipe through the ſide, and turn it - - each	- -	- -	- -	- -	- -	- -
— to caſe in - - - - - per foot	- -	- -	- -	- -	- -	- -
ORLOP.						
Beams, to trim, in one piece - - - - each	0 15 -	0 14 6	0 14 -	0 13 -	0 13 -	0 12 6
— — put together, and bolt in two pieces - —	1 16 -	1 15 -	1 14 -	1 12 -	1 11 -	1 10 -
— — — and — in three — - - —	2 4 -	2 4 -	2 2 -	2 0 -	1 19 -	1 18 -
— whole, cut to a length, get on board, and let down on the Clamps - - —	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 -
Mortices in the Ends, to cut for air - - - —	0 2 -	0 2 -	0 2 -	0 1 10	0 1 10	0 1 10
Beam-pieces, to trim, get on board, and bolt - —	1 14 -	1 13 -	1 12 -	1 10 -	1 9 -	1 8 -
Hook — — and — - - —	3 11 -	3 10 -	3 9 -	3 7 -	3 6 -	3 3 -
Eakins to D° — — and — - - —	1 12 -	1 11 -	1 10 -	1 8 -	1 7 -	1 5 -
Standard Knees, to chock, refay, and bolt - - —	0 14 -	0 13 6	0 13 -	0 12 -	0 12 -	0 11 -
— — to trim, — fay, and — - - —	0 16 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
Lodging — to — refay, and — - - —	0 11 -	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -
— — to trim, — fay, and — - - —	0 13 -	0 13 -	0 12 6	0 12 -	0 11 6	0 11 -
Eakins to Knees, to trim and faſten - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Plates, to let into the Beam, to receive the fore and aft Bolts of the Knees - - - —	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
Carlings, to ſcore for and let down - - - —	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9
Ledges — — and — - - - - —	0 0 4	0 0 4	0 0 4	0 0 3½	0 0 3½	0 0 3½
Sailroom, Carlings to trim, rabbit, and let down, per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 0 11
Comings, to trim, let down, and bolt - - - -	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9
Headledges — — and — - - - each	0 5 -	0 5 -	0 5 -	0 4 9	0 4 9	0 4 6
Stantions, to put up for Store and Sail-rooms - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— Rabbited for Doors, to put up - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— for Binns and Lockers — - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— Wing and Crown — - - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Hatches, to make and hang - - - - —	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 7 -
Dreſſer in Steward's Room, to put up with Drawers - —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Deſk — to make - - - - —	0 4 6	0 4 6	0 4 6	0 4 6	0 4 0	0 4 6
Tin — to fit and faſten - per ſheet	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Stantions round the Well, to put up - - - each	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Lower Boards to — — - - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Dunnage, to fit and faſten - - - - - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2

on the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
- -	- -	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
- -	- -	0 0 2½	0 0 2½	0 0 2½	0 0 2½	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
- -	- -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
- -	- -	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
- -	- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
- -	- -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
- -	- -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
- -	- -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
- -	- -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
- -	- -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
- -	- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
- -	- -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	—	—	—
- -	- -	0 10 -	0 9 6	0 9 -	0 8 -	0 7 -	0 6 -	0 6 -	—	—	—
- -	- -	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
- -	- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
- -	- -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
- -	- -	0 0 4	0 0 4	0 0 4	0 0 3½	0 0 3½	0 0 3½	0 0 3½	—	—	—
- -	- -	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	—	—	—
- -	- -	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
- -	- -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
- -	- -	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 12 -	0 11 6	0 11 -	0 10 -	0 9 -	—	—	—	—	—	—	—
1 8 -	1 6 -	1 4 -	1 2 -	1 0 -	—	—	—	—	—	—	—
1 16 -	1 14 -	1 11 -	1 9 -	1 7 -	—	—	—	—	—	—	—
0 11 -	0 10 -	0 9 -	0 8 -	0 7 -	—	—	—	—	—	—	—
0 1 9	0 1 9	0 1 8	0 1 8	0 1 8	—	—	—	—	—	—	—
1 6 -	1 4 -	1 2 -	1 0 -	0 18 -	—	—	—	—	—	—	—
3 0 -	2 18 -	—	—	—	—	—	—	—	—	—	—
1 2 -	1 0 -	—	—	—	—	—	—	—	—	—	—
0 10 -	0 9 -	0 7 6	0 7 -	0 6 6	—	—	—	—	—	—	—
0 12 -	0 11 -	0 9 -	0 8 6	0 8 -	—	—	—	—	—	—	—
0 8 6	0 8 -	0 7 -	0 6 6	0 6 -	—	—	—	—	—	—	—
0 10 6	0 10 -	0 9 -	0 8 6	0 8 -	—	—	—	—	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—	—	—	—	—
0 0 5	0 0 5	0 0 4	0 0 4	0 0 4	—	—	—	—	—	—	—
0 0 8	0 0 8	0 0 7	0 0 7	0 0 7	—	—	—	—	—	—	—
0 0 3½	0 0 3½	0 0 3	0 0 3	0 0 3	—	—	—	—	—	—	—
0 0 11	0 0 11	—	—	—	—	—	—	—	—	—	—
0 0 8	0 0 8	0 0 7	0 0 7	0 0 7	—	—	—	—	—	—	—
0 4 6	0 4 6	0 4 -	0 4 -	0 4 -	—	—	—	—	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—	—	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—	—	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—	—	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—	—	—	—	—
0 6 6	0 6 -	—	—	—	—	—	—	—	—	—	—
0 10 -	0 10 -	—	—	—	—	—	—	—	—	—	—
0 4 6	0 4 6	—	—	—	—	—	—	—	—	—	—
0 0 2	0 0 2	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—	—	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—	—	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works

ORLOP.		120 & 110.	100 & 98.	90.	80.	74.	64.
Ciſtern round the Foremaſt, to make and lead	each	0 16 -	0 16 -	0 16 -	0 16 -	0 16 -	0 15 -
Pillars, cut to a length, and ſet up	—	0 3 -	0 3 -	0 3 0	0 3 -	0 3 -	0 3 -
— Old, to replace	—	0 1 -	0 1 -	0 1 0	0 1 -	0 1 -	0 1 -
Sills rabitted for Doors, to put in and faſten	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Doors, Store-room, to make and hang	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
— Steward-room, — and —	—	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
— Sliding, — — and fit with Lopers	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Locks to put on	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Gratings to make, and take out Rabbits in Combings	—	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair	—	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
— Small, over the Scuttles, to make	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Scuttle-lids in the Wings	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Ledges — — to trim and let down	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Lattis, Bulkhead, in Wings, to put up	per foot	0 0 2½	0 0 2½	0 0 2½	0 0 2½	0 0 2½	0 0 2½
Ladders to make and fit	each	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Hatchbars to make, mould, fit, and complete with Lock	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Cants of Cabins to trim and faſten	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Lights in Store-rooms, to let in and ſecure	each	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -
Water-cocks, to bore the Holes, put the Pipe through, and turn it	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Water-cocks to caſe in	per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
GUN and LOWER DECK.							
Beams to trim in one piece	each	0 16 -	0 16 -	0 15 6	0 15 -	0 14 -	0 13 -
— — and put together in two pieces	—	1 18 -	1 18 -	1 17 -	1 15 -	1 14 -	1 12 -
— — and — — three —	—	2 8 -	2 8 -	2 7 -	2 5 -	2 4 -	2 2 -
— Whole, to cut to a length, get on board, and let down on the Clamps	—	0 16 -	0 16 -	0 16 -	0 15 6	0 15 -	0 14 -
— Pieces to trim, get on board, and bolt	—	1 18 -	1 18 -	1 17 -	1 15 -	1 14 -	1 12 -
Mortices to cut in the ends of Beams for air	—	0 2 -	0 2 -	0 2 -	0 1 10	0 1 10	0 1 10
Shores, to put up temporary	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Prongs to chock, get on board, refay, and bolt	—	1 6 -	1 6 -	1 5 -	1 4 -	1 3 -	1 2 -
— to trim, chock, — fay, and —	—	1 16 -	1 16 -	1 15 -	1 13 -	1 12 -	1 10 -
Hook — — — — and —	—	3 14 -	3 13 -	3 11 -	3 9 -	3 8 -	3 6 -
Eakings — — — — and —	—	1 14 -	1 13 -	1 12 -	1 10 -	1 8 -	1 6 -
Plates to let into the Beams to receive the fore and aft Bolts of the Knees	—	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7
Knees, Lodging, to chock, refay, and bolt	—	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 6
— — to trim, fay, and —	—	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 6
— Iron, to make the Mould	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — — get on board, fay, and bolt	—	0 11 -	0 11 -	0 11 -	0 10 -	0 10 -	0 9 6
Fillings between the Beams, to trim and faſten	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Knees, Hanging, to chock, refay, and bolt	—	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 6
— — to trim, chock, fay, and bolt	—	0 17 -	0 17 -	0 17 -	0 16 -	0 16 -	0 15 6
— Iron, to make the Mould	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — — get on board, fay, and bolt	—	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 6
Carlings, to ſcore for and let down	—	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 10
Ledges — — and —	—	0 0 4	0 0 4	0 0 4	0 0 3½	0 0 3½	0 0 3½
Riding Bitts to train, get up, and faſten	—	2 2 -	2 2 -	2 0 -	1 17 -	1 15 -	1 11 -
Cleats under Beams, to trim and —	—	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 6
Standards to Bitts, to chock, refay, and bolt	—	1 2 -	1 2 -	1 1 -	1 0 -	1 0 -	0 19 -
— to the Stern, — — and —	—	1 13 -	1 13 -	1 12 -	1 10 -	1 9 -	1 7 -
— — Poſt, — — and —	—	1 15 -	1 15 -	1 14 -	1 12 -	1 11 -	1 9 -
— — Bitts to trim and chock	—	1 10 -	1 10 -	1 9 -	1 8 -	1 8 -	1 6 -
— — Stem — — — and —	—	2 4 -	2 4 -	2 3 -	2 2 -	2 2 -	2 0 -
— — Poſt — — — and —	—	2 8 -	2 8 -	2 7 -	2 5 -	2 4 -	2 3 -
Comings to trim, let down, and bolt	per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Headledges — — and —	each	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 6

on the feveral Claſſes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
o 15 -	o 15 -	o 14 -	o 14 -	o 14 -	—	—	—	—	—	—	—
o 3 -	o 3 -	o 2 6	o 2 6	o 2 6	—	—	—	—	—	—	—
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—	—	—	—	—
o 1 6	o 1 6	—	—	—	—	—	—	—	—	—	—
o 5 -	o 5 -	—	—	—	—	—	—	—	—	—	—
o 6 -	o 6 -	—	—	—	—	—	—	—	—	—	—
o 5 -	o 5 -	—	—	—	—	—	—	—	—	—	—
o 1 -	o 1 -	—	—	—	—	—	—	—	—	—	—
o 10 -	o 10 -	—	—	—	—	—	—	—	—	—	—
o 4 -	o 4 -	—	—	—	—	—	—	—	—	—	—
o 3 -	o 3 -	—	—	—	—	—	—	—	—	—	—
o 5 -	o 5 -	—	—	—	—	—	—	—	—	—	—
o o 6	o o 6	—	—	—	—	—	—	—	—	—	—
o o 2½	o o 2½	—	—	—	—	—	—	—	—	—	—
o 10 -	o 10 -	—	—	—	—	—	—	—	—	—	—
o 5 -	o 5 -	—	—	—	—	—	—	—	—	—	—
o 2 -	o 2 -	—	—	—	—	—	—	—	—	—	—
o o 3	o o 3	—	—	—	—	—	—	—	—	—	—
o 8 -	o 8 -	—	—	—	—	—	—	—	—	—	—
o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	—	—	—
o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	—	—	—
o 12 6	o 12 -	o 11 6	o 11 -	o 10 -	o 9 6	o 9 -	o 8 -	o 7 -	—	—	—
1 10 -	1 9 -	1 4 -	1 2 -	1 0 -	o 19 -	o 18 -	o 17 -	o 16 -	—	—	—
2 0 -	1 18 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	—	—	—
o 12 -	o 10 -	o 9 -	o 8 6	o 7 6	o 7 -	o 6 6	o 6 -	o 6 -	—	—	—
1 10 -	1 8 -	1 2 -	1 1 -	o 19 -	o 17 -	o 16 -	o 15 -	o 14 -	—	—	—
o 1 9	o 1 9	o 1 8	o 1 8	o 1 8	o 1 7	o 1 7	o 1 6	o 1 6	—	—	—
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—	—
1 1 -	o 19 -	o 16 -	o 15 -	o 14 -	o 13 -	o 12 -	o 11 -	o 10 -	—	—	—
1 8 -	1 6 -	1 1 -	o 19 -	o 17 -	o 16 -	o 15 -	o 14 -	o 13 -	—	—	—
3 3 -	3 0 -	2 18 -	2 16 -	2 14 -	2 10 -	2 6 -	2 2 -	2 0 -	—	—	—
1 4 -	1 2 -	1 0 -	o 19 -	o 18 -	o 16 -	o 15 -	o 14 -	o 13 -	—	—	—
o o 6	o o 6	o o 5½	o o 5½	o o 5½	o o 5	o o 5	o o 4	o o 4	—	—	—
o 10 -	o 9 -	o 8 -	o 7 6	o 7 -	o 6 6	o 6 -	o 5 6	o 5 -	—	—	—
o 12 -	o 11 -	o 10 -	o 9 6	o 9 -	o 8 6	o 8 -	o 7 6	o 7 -	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 9 -	o 8 -	o 7 -	o 6 6	o 6 -	o 5 6	o 5 -	o 4 6	o 4 -	—	—	—
o 2 -	o 2 -	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 13 -	o 12 -	o 11 -	o 10 6	o 10 -	o 9 6	o 9 -	o 8 6	o 8 -	—	—	—
o 15 -	o 14 -	o 13 -	o 12 6	o 12 -	o 11 6	o 11 -	o 10 6	o 10 -	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 12 -	o 11 -	o 10 -	o 9 6	o 9 -	o 8 6	o 8 -	o 7 6	o 7 -	—	—	—
o o 10	o o 10	o o 8	o o 8	o o 8	o o 7	o o 7	o o 6	o o 6	—	—	—
o o 3½	o o 3½	o o 3	o o 3	o o 3	o o 2½	o o 2½	o o 2	o o 2	—	—	—
1 8 -	1 5 -	—	—	—	—	—	—	—	—	—	—
o 3 -	o 3 -	—	—	—	—	—	—	—	—	—	—
o 16 -	o 12 -	—	—	—	—	—	—	—	—	—	—
1 4 -	1 1 -	—	—	—	—	—	—	—	—	—	—
1 6 -	1 3 -	—	—	—	—	—	—	—	—	—	—
1 2 -	o 18 -	—	—	—	—	—	—	—	—	—	—
1 17 -	1 14 -	—	—	—	—	—	—	—	—	—	—
2 0 -	1 17 -	—	—	—	—	—	—	—	—	—	—
o o 11	o o 11	o o 10	o o 10	o o 10	o o 9	o o 9	o o 8	o o 8	—	—	—
o 5 -	o 5 -	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works

GUN and LOWER DECK.	120 & 110.	100 & 98.	90.	80.	74.	64.
Carlings under Beams, to trim and let up - per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Maſt-partners to trim, let down, and bolt - - each	1 4 -	1 4 -	1 3 -	1 1 -	1 0 -	0 18 -
— Thwartſhip-pieces to D° to trim, and bolt —	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 6
— Corner-pieces to D° - — and — —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Corner-pieces in Mainhatch - — and faſten —	0 3	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -
Step - - of Mizen-maſt to trim, let down, and bolt —	1 6 -	1 6 -	1 5 -	1 3 -	1 2 -	1 0 -
— - - of Capſtans — — and — —	1 4 -	1 4 -	1 3 -	1 1 -	1 0 -	0 18 -
Wing-pieces to D° ſteps — fay and faſten, per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Wing-tranſom Knees, to chock, refay, and bolt - each	2 4 -	2 4 -	2 3 -	2 0 -	1 18 -	1 15 -
— — — to trim — fay and — - —	3 6 -	3 6 -	3 4 -	3 0 -	2 18 -	2 13 -
Tillar Tranſom, to refay and bolt - —	2 10 -	2 7 -	2 3 -	2 0 -	1 19 -	1 16 -
— — to trim, fay, and - — —	3 15 -	3 10 -	3 5 -	3 0 -	2 18 -	2 14 -
— — Knees, to refay and - — —	1 8 -	1 8 -	1 7 -	1 6 -	1 4 -	1 2 -
— — — to trim, fay, and — —	2 2 -	2 2 -	2 1 -	1 18 -	1 16 -	1 13 -
Pump, Ciſtern, After one, to make and fit - —	4 16 -	4 16 -	4 16 -	4 14 -	4 14 -	4 12 -
— — Foremaſt — and — - —	3 4 -	3 4 -	3 4 -	3 2 -	3 2 -	3 0 -
— Leaders to D° - - — and — - —	0 12 -	0 12 -	0 12 -	0 12 -	0 12 -	0 12 -
— Hoods to D° - - — and — - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
— Dills, Scupper to cut out and lead - - —	0 9 -	0 9 -	0 9 -	0 9 -	0 9 -	0 8 6
— Chock on the ſide, to trim and bolt - —	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
— Dills, to trim and fit - - - - —	1 10 -	1 10 -	1 9 -	1 8 -	1 8 -	1 6 -
Croſs-pieces to Bitts, to trim and let in - - —	0 18 -	0 18 -	0 18 -	0 16 -	0 15 -	0 14 -
Back, to croſs-piece — and faſten - - —	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 6
Hooks to — make the Mould, bore, and drive —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Shotlocker under, to trim and fit - - - —	0 10 -	0 10 -	0 10 -	0 9 6	0 9 6	0 9 6
— round the Foremaſt, to trim and fit - —	0 18 -	0 18 -	0 18 -	0 17 -	0 17 -	0 16 -
Cants — — — — — - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Shot-racks round Hatchways, to trim and faſten per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Bowſprit Partners, to refay and faſten - - —	- - -	- - -	- - -	1 12 -	1 12 -	1 10 -
— — to trim, rabbit, and — - —	- - -	- - -	- - -	2 8 -	2 8 -	2 6 -
Manger Boards - to trim — and fit - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— — - to refit - - - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Stantions to Manger-boards, to rabbit and ſet up each	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
Chocks to the ſide for D°, to trim, fay, and bolt - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
— — — to refay and faſten - - —	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Ring and Eye-bolts to the Poſts and Flat, to bore and drive - —	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Stopper — - - - — and — - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Pauls — to Capſtan — and — - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Sweep-pieces to the Ports to trim and bolt - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Portcants to trim and fit with Hooks, &c. complete —	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
Flemiſh Hooks, to bore for and drive for Port-ropes —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Cleats - - to fit and faſten - - - —	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Holes to bore for Port-ropes, and line with lead - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Rollers for Meſſenger, to trim and fit - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Bucklars, Bars, and Cants — and — - - all	2 14 -	2 13 -	2 12 -	2 10 -	2 9 -	2 8 -
Hawſe-plugs - - - - — and — - - each	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
Cap, Scuttlelids to make - - - - —	0 12 -	0 12 -	0 12 -	0 12 -	0 12 -	0 11 6
— — — Mould for a hinge, and hang —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Hatches to make - - - - - - - —	- -	- -	- -	- -	- -	- -
— to repair - - - - - - —	- -	- -	- -	- -	- -	- -
— Bars to make, mould, and fit - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Sweep for Tillar, to refit and faſten - - - —	1 4 -	1 4 -	1 3 -	1 2 -	1 2 -	1 1 -
— — — to trim, fit, and — - - —	4 18 -	4 18 -	4 16 -	4 12 -	4 10 -	4 4 -
Blocks — — Ropes — — and — - - —	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 6
— — — to refay and — - - —	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 4 9
Tillar to refit with Iron-work, and Gooſeneck, complete - - - - - —	1 0 -	1 0 -	1 0 -	0 18 -	0 18 -	0 17 -
— to trim and fit with D° - - - —	1 8 -	1 8 -	1 8 -	1 6 -	1 6 -	1 4 -
Scuppers to bore the holes, and let out - - —	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -
Iron Frame round Ladder-way, to make Mould for, and fit - - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -

the feveral Claſſes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brig-antine.	Gun-Brig.
0 1 -	0 1 -	—	—	—	—	—	—	—	—	—	—
0 16 -	0 13 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 6	0 7 -	0 7 -	—	—	—
0 5 -	0 5 -	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	—	—	—
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 3 -	0 3 -	—	—	—	—	—	—	—	—	—	—
0 17 -	0 14 -	0 12 -	0 11 -	0 10 -	0 9 -	0 8 6	0 8 -	0 8 -	—	—	—
		Upper Deck.									
0 16 -	0 13 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 6	0 7 -	0 7 -	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
1 11 -	1 7 -	1 3 -	1 1 -	1 0 -	—	—	—	—	—	—	—
2 6 -	2 0 -	1 14 -	1 12 -	1 10 -	—	—	—	—	—	—	—
1 13 -	1 10 -	—	—	—	—	—	—	—	—	—	—
2 10 -	2 5 -	—	—	—	—	—	—	—	—	—	—
1 0 -	0 17 -	—	—	—	—	—	—	—	—	—	—
1 9 -	1 5 -	—	—	—	—	—	—	—	—	—	—
4 8 -	4 4 -	—	—	—	—	—	—	—	—	—	—
2 19 -	2 18 -	—	—	—	—	—	—	—	—	—	—
0 12 -	0 12 -	—	—	—	—	—	—	—	—	—	—
0 7 -	0 6 6	—	—	—	—	—	—	—	—	—	—
0 8 -	0 8 -	—	—	—	—	—	—	—	—	—	—
0 6 -	0 6 -	—	—	—	—	—	—	—	—	—	—
1 4 -	1 2 -	—	—	—	—	—	—	—	—	—	—
0 13 -	0 12 -	—	—	—	—	—	—	—	—	—	—
0 8 -	0 8 -	—	—	—	—	—	—	—	—	—	—
0 2 -	0 2 -	—	—	—	—	—	—	—	—	—	—
0 9 -	0 9 -	—	—	—	—	—	—	—	—	—	—
0 15 -	0 14 -	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
0 0 10	0 0 10	—	—	—	—	—	—	—	—	—	—
1 8 -	1 7 -	—	—	—	—	—	—	—	—	—	—
2 2 -	2 0 -	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
0 0 3	0 0 3	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
0 6 6	0 6 6	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
0 1 3	0 1 3	—	—	—	—	—	—	—	—	—	—
0 1 5	0 1 4	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 4 -	0 4 -	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
0 0 6	0 0 6	—	—	—	—	—	—	—	—	—	—
0 0 10	0 0 10	—	—	—	—	—	—	—	—	—	—
0 2 -	0 2 -	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
2 6 -	2 4 -	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—
0 11 -	0 11 -	—	—	—	—	—	—	—	—	—	—
0 3 6	0 3 6	—	—	—	—	—	—	—	—	—	—
- -	- -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	—	—	—
- -	- -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
1 0 -	0 19 -	0 18 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	—	—	—
3 17 -	3 10 -	3 7 -	3 5 -	3 0 -	2 17 -	2 15 -	2 14 -	2 13 -	—	—	—
0 8 -	0 8 -	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	—	—	—
0 4 6	0 4 3	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	—	—	—
0 16 -	0 15 -	0 14 -	0 14 -	0 13 -	0 12 -	0 12 -	0 11 -	0 11 -	—	—	—
1 2 -	1 0 -	0 19 -	0 19 -	0 18 -	0 17 -	0 17 -	0 16 -	0 16 -	—	—	—
0 6 9	0 6 9	—	—	—	—	—	—	—	—	—	—
0 5 -	0 5 -	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

GUN and LOWER DECK.	120 & 110.	100 & 98.	90.	80.	74.	64.
Pillars, to cut to a length, and ſet up - - - each	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Ladders, to make and fit - - - - - —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair - - - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Gratings, to make, and take out Rabbit in Combings —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair - - - - - - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Standards, to chock, refay, and faſten - - - —	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
— to trim, fay, and — - - - —	1 0 -	1 0 -	1 0 -	0 18 -	0 18 -	0 17 -
— Iron, to make the Mould - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — get on board, fay, and faſten - —	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 -
Shoels to Iron Standards, to trim - - - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Knees, Iron, under Beams, to make Mould - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — to get on board, fay, and faſten - - —	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 11 -
Cants, — for Cabins, to fit and - — - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Hammock-racking and tricing Battens to fit and faſten —	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Wedges, to Main and Fore-maſt, to trim and fit - each	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
— to Mizen-maſt — — - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— old, to refit - - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Carlings againſt Riding Bitts, to trim and let down —	0 1 6	0 1 6	0 1 6	0 1 5	0 1 5	0 1 4
MIDDLE DECK.						
Beams, to trim in one piece- - - - - each	0 15 -	0 15 -	0 14 -	—	—	—
— — and put together in two - - —	1 16 -	1 15 -	1 14 -	—	—	—
— — and — in three — - - —	2 2 -	2 1 -	2 0 -	—	—	—
— Whole, to cut to a length, get on board, and let down on the Clamps - - —	0 15 -	0 15 -	0 15 -	—	—	—
Mortices, to cut in the ends of Beams for air - - —	0 2 -	0 2 -	0 2 -	—	—	—
Shores, to cut, and put up temporary - - - —	0 0 6	0 0 6	0 0 6	—	—	—
Beam-pieces, to trim, get on board, and bolt - - —	1 16 -	1 16 -	1 15 -	—	—	—
Half-Beams, of Fir, aft, to trim and let down - - —	0 12 -	0 12 -	0 12	—	—	—
Prongs, to chock, get on board, refay, and faſten - —	1 5 -	1 5 -	1 4 -	—	—	—
— to trim, chock, fay, and faſten - - - —	1 15 -	1 15 -	1 14 -	—	—	—
Hook, to trim, get on board, and bolt - - - —	3 12 -	3 11 -	3 10 -	—	—	—
Eakins to D° — — and — - - - —	1 12 -	1 11 -	1 10 -	—	—	—
Plates, to let into Beams, to receive the fore and aft Bolts of the Knees - - - —	0 0 7	0 0 7	0 0 7	—	—	—
Knees, Lodging, to chock, refay, and faſten - - —	0 10 -	0 10 -	0 10 -	—	—	—
— — to trim, fay, and — - - - —	0 12 -	0 12 -	0 12 -	—	—	—
— — Iron, to make the Mould - - —	0 2 -	0 2 -	0 2 -	—	—	—
— — — to get on board, fay, and faſten —	0 9 -	0 9 -	0 9 -	—	—	—
Fillings, between the Beams, to trim and faſten - —	0 2 -	0 2 -	0 2 -	—	—	—
Knees, Hanging, to chock, refay, and — - —	0 14 -	0 14 -	0 14 -	—	—	—
— — to trim, — fay, and — - - —	0 16 -	0 16 -	0 16 -	—	—	—
— — Iron, to make the Mould - - —	0 2 -	0 2 -	0 2 -	—	—	—
— — — to get on board, fay, and faſten —	0 13 -	0 13 -	0 13 -	—	—	—
Carlings, to ſcore for, and let down - - - —	0 0 10	0 0 10	0 0 10	—	—	—
Ledges — — and — - - - - —	0 0 3½	0 0 3½	0 0 3½	—	—	—
Comings, to trim, let down, and bolt - - per foot	0 0 11	0 0 11	0 0 11	—	—	—
Headledges — — and — - - - each	0 5 6	0 5 6	0 5 6	—	—	—
Maſt Partners, to trim, let down, and bolt - - —	1 3 -	1 3 -	1 2 -	—	—	—
Thwartſhip-pieces to D° — — and — - - —	0 4 6	0 4 6	0 4 6	—	—	—
Corner pieces — — — and — - - —	0 3 -	0 3 -	0 3 -	—	—	—
Carlings under Firehearth, to let up - - per foot	0 1 -	0 1 -	0 1 -	—	—	—
Saſh Tranſom, to trim, let aft, and bolt - - each	1 0 -	1 0 -	1 0 -	—	—	—
Knees, Iron, to Saſh Tranſom, to make Mould - —	0 2 -	0 2 -	0 2 -	—	—	—
— — — — to get on board, and faſten —	0 10 -	0 10 -	0 10 -	—	—	—
Shotracks round the Hatchways to trim and faſten, per foot	0 0 10	0 0 10	0 0 10	—	—	—
Shotcants — — — — and — - - —	0 0 6	0 0 6	0 0 6	—	—	—
Bowſprit Partners to get up, refay, and — - - —	1 14 -	1 14 -	1 14 -	—	—	—
— — — to trim, fay, - and — - - —	2 10 -	2 10 -	2 10 -	—	—	—

on the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 3 -	0 3 -	0 2 9	0 2 9	0 2 9	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	—	—	—
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	—	—	—
0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	—	—	—
0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	—	—	—
0 12 -	0 11 -	0 9 -	0 9 -	0 8 6	0 8 -	0 8 -	0 7 -	0 7 -	—	—	—
0 16 -	0 15 -	0 13 -	0 12 6	0 12 -	0 11 6	0 11 -	0 10 -	0 10 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 11 -	0 10 -	0 8 -	0 8 -	0 7 6	0 7 -	0 7 -	0 6 6	0 6 6	—	—	—
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 10 -	0 9 -	0 7 6	0 7 6	0 7 -	0 6 6	0 6 6	0 6 -	0 6 -	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 1 4	0 1 4	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works

MIDDLE DECK.		120 & 110.	100 & 98.	90.	80.	74.	64.
Ring and Eye-bolts to the flat and ſides, to bore for and drive	each	0 1 2	0 1 2	0 1 2	—	—	—
Sweep-pieces to the Ports to trim and faſten	—	0 4 -	0 4 -	0 4 -	—	—	—
Holes to bore for Port-ropes, and line with Lead	—	0 2 -	0 2 -	0 2 -	—	—	—
Flemiſh Hooks — to bore for and drive	—	0 0 6	0 0 6	0 0 6	—	—	—
Cleats — to trim and faſten	—	0 0 10	0 0 10	0 0 10	—	—	—
Scuppers, to bore the Holes, and let out	—	0 6 6	0 6 6	0 6 6	—	—	—
Iron Frame round the Ladder-way, to make, mould, and fit	—	0 5 -	0 5 -	0 5 -	—	—	—
Pillars to cut to a length, and ſet up	—	0 3 -	0 3 -	0 3 -	—	—	—
Ladders to make and fit	—	0 10 -	0 10 -	0 10 -	—	—	—
— to repair	—	0 5 -	0 5 -	0 5 -	—	—	—
Gratings to make, and take out Rabbit in Combings	—	0 10 -	0 10 -	0 10 -	—	—	—
— to repair	—	0 4 -	0 4 -	0 4 -	—	—	—
Hammock Racking, and Tricing Batten, to fit and faſten	per foot	0 0 1½	0 0 1½	0 0 1½	—	—	—
Wedges to Main and Foremaſt, to trim and fit	each	0 2 6	0 2 6	0 2 6	—	—	—
— to Mizen Maſt	—	0 2 -	0 2 -	0 2 -	—	—	—
— Old, to refit	—	0 1 -	0 1 -	0 1 -	—	—	—
Cants for Cabins, to trim and faſten	per foot	0 0 3	0 0 3	0 0 3	—	—	—
Standards to chock, refay, and	each	0 14 -	0 14 -	0 14 -	—	—	—
— to trim, fay, and	—	0 18 -	0 18 -	0 18 -	—	—	—
— Iron, to make the Mould	—	0 2 -	0 2 -	0 2 -	—	—	—
— — to get on board, fay, and faſten	—	0 13 -	0 13 -	0 13 -	—	—	—
Knees — under the Beams, to make Mould	—	0 2 -	0 2 -	0 2 -	—	—	—
— — — to get on board, and faſten	—	0 10 -	0 10 -	0 10 -	—	—	—
Ciſterns to Pump, to make and fix	—	3 4 -	3 4 -	3 4 -	—	—	—
Stair-caſe to the Admiral's Cabin. To trim, cut to a length, and put up Pillars	—	0 5 -	0 5 -	0 5 -	—	—	—
— — and faſten Hand-rails,	per foot	0 0 6	0 0 6	0 0 6	—	—	—
— — — Bannifters	each	0 0 6	0 0 6	0 0 6	—	—	—
— — and fit Ladder	—	1 0 -	1 0 -	1 0 -	—	—	—
Chocks to Rotherhead, to trim and fit	—	0 4 -	0 4 -	0 4 -	—	—	—
Pauls to the Capſtan, to fit and bolt	—	0 1 4	0 1 4	0 1 4	—	—	—
Shoels to Standards, to trim and fay	—	0 2 6	0 2 6	0 2 6	—	—	—
Partners of the Capſtan, to trim, rabbit, let down, and faſten	per foot	0 1 -	0 1 -	0 1 -	—	—	—

UPPER DECK.							
Beams to trim, in one piece	each	0 14 -	0 14 -	0 13 -	0 12 6	0 12 -	0 11 6
— — and put together, in two	—	1 14 -	1 13 -	1 12 -	1 11 -	1 10 -	1 9 -
— — — — in three	—	2 2 -	2 1 -	2 0 -	1 18 -	1 16 -	1 15 -
Mortices to cut in the ends of Beams for Air	—	0 2 -	0 2 -	0 2 -	0 1 10	0 1 10	0 1 10
Beams, whole, to cut to a length, get on board, and let down on the Clamps	—	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
Shores to cut, and put up temporary	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Beam-pieces to trim, get on board, and bolt	—	1 15 -	1 15 -	1 14 -	1 12 -	1 11 -	1 9 -
Beams, Half, abaft, to trim and let down	—	0 11 -	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -
Prongs to chock, get on board, refay, and faſten	—	1 4 -	1 4 -	1 3 -	1 2 -	1 1 -	1 0 -
— to trim, — fay, and	—	1 13 -	1 13 -	1 12 -	1 10 -	1 9 -	1 7 -
Hooks — — — and	—	3 10 -	3 9 -	3 7 -	3 5 -	3 4 -	3 2 -
Eakings to D° — — and	—	1 11 -	1 11 -	1 10 -	1 8 -	1 7 -	1 5 -
Plates to let into the Beams, to receive the fore and aft Bolts of the Knees	—	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7
Knees, Lodging, to chock, refay, and faſten	—	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 9
— — to trim, — fay, and	—	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 6
— — Iron, to make the Mould	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — — to get on board, fay, & faſten	—	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 7 9
Fillings between the Beams, to trim and	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Knees Hanging, to chock, refay, and	—	0 13 -	0 13 -	0 13 -	0 12 -	0 12 -	0 11 6
— to trim, — fay, and	—	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 6

on the feveral Claſſes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brig-antine.	Gun-Brig.
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

UPPER DECK.	120 & 110.	100 & 98.	90.	80.	74.	64.
Knees, Hanging, Iron, to make the Mould - each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — to get on board and faſten —	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 6
Carlings to ſcore for, and let down - - - —	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 9
Ledges - - - - and — - - - —	0 0 3½	0 0 3½	0 0 3½	0 0 3	0 0 3	0 0 3
Topſail-ſheet, and Jeer Bitts, to trim, get up, and faſten —	1 0 -	1 0 -	1 0 -	0 18 -	0 18 -	0 17 -
Croſs-pieces to D°, and — — and — —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
— Gallows to D° — — and — —	0 15 -	0 15 -	0 15 -	0 15 -	0 15 -	0 15 -
Snatch Blocks on Croſs-piece — — and — —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Riding Bitts to trim, get up, — — and — —	- -	- -	- -	- -	- -	- -
Cleats under Beams, to trim — — and — —	- -	- -	- -	- -	- -	- -
Standards to Bitts, to chock, refay — and — —	- -	- -	- -	- -	- -	- -
— to trim — fay — and — —	- -	- -	- -	- -	- -	- -
Comings to trim, let down, and faſten - per foot	0 0 11	0 0 11	0 0 11	0 0 11	0 0 11	0 0 11
Headledges — — and — - - — each	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
Carlings under Beam, to trim and let up - per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— againſt Riding Bitts, — and let down - each	- -	- -	- -	- -	- -	- -
Maſt-partners to trim, let down, and faſten - - —	1 2 -	1 1 -	1 0 -	0 18 -	0 17 -	0 16 -
Thwartſhip-pieces to D° — and — - - —	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6
Corner-pieces — — and — - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
— — to Mainhatch, to trim, and faſten - —	- -	- -	- -	- -	- -	- -
Partners of the Capſtan, to trim, rabbit, let down, and faſten - - - per foot	- -	- -	- -	0 1 -	0 1 -	0 1 -
Stop of Capſtan, to trim, let down, and faſten - each	- -	- -	- -	- -	- -	- -
Wing-pieces to D° — — and — per foot	- -	- -	- -	- -	- -	- -
Croſs-piece to Riding Bitts, to trim and let in - each	- -	- -	- -	- -	- -	- -
Back - to D° - — and faſten - —	- -	- -	- -	- -	- -	- -
Hooks - to D°, to make Mould, bore for, and drive —	- -	- -	- -	- -	- -	- -
Shotlocker under D°, to make and fit - - - —	- -	- -	- -	- -	- -	- -
— round the Foremaſt, to make and fit - —	0 18 -	0 18 -	0 18 -	0 17 -	0 17 -	0 16 -
Shotracks round Hatchways, to trim and faſten, per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
— — — to refay and — - —	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Shotcants — — to trim and — - —	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
— — — to refay and — - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Bowſprit Partners — — and — - —	- -	- -	- -	- -	- -	- -
— — to trim, rabbit, and — - —	- -	- -	- -	- -	- -	- -
Manger Boards — — and — - —	- -	- -	- -	- -	- -	- -
— — to refit - and — - —	- -	- -	- -	- -	- -	- -
Stantions for D°, to rabbit, cut to a length, and ſet up - - - - - each	- -	- -	- -	- -	- -	- -
Chocks to the ſide for D°, to trim, fay, and faſten —	- -	- -	- -	- -	- -	- -
— — — to refay and — - —	- -	- -	- -	- -	- -	- -
Rollers for Meſſenger, to trim and fit - - - —	- -	- -	- -	- -	- -	- -
Bucklars, Bars, and Cants — and — - - all	- -	- -	- -	- -	- -	- -
Chocks to the Bows for Bucklars, to trim and faſten each	- -	- -	- -	- -	- -	- -
— — — to refay and — - —	- -	- -	- -	- -	- -	- -
Hawſe Plugs, to trim and fit - - - - —	- -	- -	- -	- -	- -	- -
Ring and Eye-bolts to the Flat and ſide, to bore for, and drive - —	0 1 1	0 1 1	0 1 1	0 1 1	0 1 1	0 1 1
Stopper — — and — - —	- -	- -	- -	- -	- -	- -
Toptackle Eye-bolts — and — - —	0 1 6	0 1 6	0 1 6	0 1 4	0 1 4	0 1 4
Pauls to the Capſtan, to fit and bolt - - - —	- -	- -	- -	0 1 4	0 1 4	0 1 4
Sweep-pieces to Ports, to trim, fay, and faſten - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Scuppers to bore the holes, let out, and turn - - —	0 6 6	0 6 6	0 6 6	0 6 -	0 6 -	0 5 9
Iron Frame round Ladder-way, to make Mould, and fit —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Pillars to trim, cut to a length, and ſet up - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Ladders to make and fit - - - - - —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair - - - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Gratings to make, and take out rabbit in Comings —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— to repair - - - - - - - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
Standards, to chock, refay, and faſten - - - —	0 13 -	0 13 -	0 13 -	0 12 6	0 12 6	0 12 -
— to trim, fay, and — - - - —	0 16 -	0 16 -	0 16 -	0 15 -	0 15 -	0 14 -
— Iron, to make the Mould - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — to get on board, fay, and faſten - —	0 12 -	0 12 -	0 12 -	0 11 6	0 11 6	0 11 -
Shoels — to trim and fay - - - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Knees, — under Beams, to make Mould - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -

n the feveral Claffes of Ships by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -
o 10 -	o 9 -	o 8 6	o 8 -	o 7 6	o 7 -	o 6 6	o 6 -	o 5 6	o 5 -	o 4 6	o 4 -
o o 8	o o 8	o o 7	o o 7	o o 7	o o 6½	o o 6½	o o 6	o o 6	o o 6	o o 5	o o 5
o o 3	o o 3	o o 2½	o o 2½	o o 2½	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2	o o 2
o 16 -	o 15 -	o 14 -	o 13 -	o 12 -	o 11 6	o 11 6	o 11 -	o 11 -	—	—	—
o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 4 6	o 4 6	o 4 -	o 4 -	—	—	—
o 14 6	o 14 -	o 13 6	o 13 6	o 13 -	o 12 6	o 12 6	o 12 -	o 11 -	—	—	—
o 3 10	o 3 10	o 3 6	o 3 -	o 2 9	o 2 9	o 2 6	o 2 6	o 2 6	—	—	—
- - -	- - -	1 4 -	1 2 -	1 0 -	o 18 -	o 17 -	o 16 -	o 15 -	o 13 -	o 12 -	o 11 -
- - -	- - -	o 2 6	o 2 6	o 2 6	o 2 -	o 2 -	o 2 -	o 2 -	o 1 9	o 1 6	o 1 3
- - -	- - -	o 11 -	o 10 6	o 10 -	o 9 -	o 8 6	o 8 -	o 7 -	o 6 6	o 6 -	o 5 6
- - -	- - -	o 17 -	o 16 -	o 15 -	o 14 -	o 13 -	o 12 -	o 11 -	o 10 -	o 9 -	o 8 -
o o 10	o o 10	o o 9	o o 9	o o 9	o o 8	o o 8	o o 7	o o 7	o o 6	o o 6	o o 6
o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 4 9	o 4 9	o 4 6	o 4 6	o 4 3	o 4 -	o 4 -
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	—	—	—
- - -	- - -	o 1 -	o 1 -	o 1 -	o o 11½	o o 11½	o o 11	o o 11	o o 11	o o 10	o o 10
o 15 -	o 14 -	o 13 -	o 12 -	o 11 -	o 10 -	o 9 -	o 8 -	o 7 -	o 6 6	o 6 -	o 6 -
o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 3 9	o 3 9	o 3 6	o 3 6	o 3 3	o 3 -	o 3 -
o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 2 9	o 2 6	o 2 6
- -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -
o o 11	o o 11	—	—	—	—	—	—	—	—	—	—
- -	- -	o 11 -	o 10 -	o 9 -	o 8 -	o 7 6	o 7 -	o 7 -	o 7 -	o 6 6	o 6 -
- -	- -	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6
- -	- -	o 11 -	o 10 -	o 9 -	o 8 -	o 7 6	o 7 -	o 6 6	o 6 -	o 5 -	o 5 -
- -	- -	o 7 -	o 7 -	o 6 -	o 5 6	o 5 -	o 4 6	o 4 -	o 4 -	o 3 9	o 3 6
- -	- -	o 1 10	o 1 10	o 1 10	o 1 8	o 1 8	o 1 8	o 1 8	o 1 6	o 1 6	o 1 6
- -	- -	o 8 -	o 8 -	o 8 -	o 7 6	o 7 6	o 7 -	o 7 -	o 7 -	o 7 -	o 7 -
o 15 -	o 14 -	o 13 -	o 12 -	o 11 -	o 10 -	o 9 -	o 8 -	o 8 -	—	—	—
o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10	o o 10
o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4	o o 4
o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5	o o 5
o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3
- -	- -	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -	1 o -	1 o -	—	—	—
- -	- -	1 18 -	1 17 -	1 15 o	1 13 -	1 12 -	1 11 -	1 10 -	—	—	—
- -	- -	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	—	—
- -	- -	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	—	—
- -	- -	o 4 6	o 4 6	o 4 -	o 3 9	o 3 6	o 3 3	o 3 -	o 2 9	—	—
- -	- -	o 6 -	o 5 10	o 5 8	o 5 6	o 5 4	o 5 2	o 5 -	o 4 9	—	—
- -	- -	o 5 -	o 4 10	o 4 8	o 4 6	o 4 4	o 4 2	o 4 -	o 3 9	—	—
- -	- -	o 5 -	o 5 -	o 5 -	o 4 9	o 4 9	o 4 9	o 4 9	o 4 6	o 4 3	o 4 -
- -	- -	2 3 -	2 2 -	2 o -	1 18 -	1 17 -	1 16 -	1 16 -	1 15 -	1 14 -	1 12 -
- -	- -	o 9 6	o 9 6	o 8 6	o 8 -	o 7 6	o 7 -	o 7 -	o 6 -	o 5 -	o 4 6
- -	- -	o 5 6	o 5 6	o 5 -	o 5 -	o 4 6	o 4 -	o 4 -	o 3 -	o 2 6	o 2 -
- -	- -	o 5 -	o 5 -	o 5 -	o 4 9	o 4 6	o 4 3	o 4 -	o 3 9	o 3 6	o 3 -
o 1 -	o 1 -	o 1 -	o 1 -	o 1 -	o o 11½	o o 11½	o o 11	o o 11	o o 10	o o 9½	o o 9
- - -	- - -	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 2	o 1 1
o 1 3½	o 1 3½	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 2	o 1 1
o 1 3½	o 1 3½	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3	o 1 3
o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	—	—	—
o 5 9	o 5 9	o 5 6	o 5 6	o 5 6	o 5 3	o 5 3	o 5 -	o 4 9	o 4 6	o 4 3	o 4 -
o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	—	—	—
o 3 -	o 2 9	o 2 9	o 2 9	o 2 9	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6	o 2 6
o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -
o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -	o 5 -
o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -	o 10 -
o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -	o 4 -
o 11 6	o 11 -	o 10 6	o 10 -	o 9 -	o 8 -	o 7 6	o 7 -	o 6 6	—	—	—
o 13 6	o 13 -	o 12 6	o 12 -	o 11 -	o 10 -	o 9 -	o 8 6	o 8 -	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 10 6	o 10 -	o 9 6	o 9 -	o 8 -	o 7 6	o 7 -	o 6 6	o 6 -	—	—	—
o 2 5	o 2 4	o 2 3	o 2 2	o 2 1	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—
o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	o 2 -	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

UPPER DECK.	120 & 110.	100 & 93.	90.	80.	74.	64.
Knees, Iron, under Beams, to get on board and faſten, each	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6
Gallows Bitts, to trim and faſten - - - - - —	- -	- -	- -	- -	- -	- -
Croſs-pieces to D° - - - - - - - - -	- -	- -	- -	- -	- -	- -
Carronade Chocks, to trim and faſten - - - each	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6
— — — and fit with Hooks and Eyes —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— — on the Nonrecoil, to trim and faſten —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Iron Straps to D°, to make Mould, fit, and — —	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Spirketting, to gauge for the breeching of D° - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Pivet Bolts in Portcells, to bore and drive - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Holes to cut through the ſide, and let out lead Pipes for Breechings - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Blocks, Tack and Sheet, to trim, let in, and faſten - —	0 12 -	0 12 -	0 12 -	0 11	0 11 -	0 10 6
Ranges for — — — — and — - —	0 6 -	0 6 -	0 5 10	0 5 6	0 5 6	0 5 4
Belaying Pins in Standards, Riders, and Bitts, to bore for, and drive - - - —	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 10
Stantions at aft part of Galley, to trim, rabbit, and ſet up - - - - - - —	0 3 6	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -
Doors to Galley to make and hang - - - —	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 8 -
Blocks, Cheek, to trim and faſten - - - - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
— fixed — and — - - - - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
— for the Main Tack, to trim and faſten - - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
Samſon Poſt - - - - - - - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Collar Beam, to trim, rabbit, and — - - —	1 2 -	1 1 -	1 0 -	0 19 -	0 19 -	0 18 -
Carling to D° — let down and — - - —	0 9 -	0 9 -	0 8 6	0 8 -	0 8 -	0 7 6
Knees to D° — - - and — - - —	- -	- -	- -	0 7 6	0 7 6	0 7 -
Stantions of Beakhead, to trim and faſten - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 4 10
— on Collar-beam — and — - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 5
Fillings — — and let in - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Sills - - — — and — - - —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Doors - — to make and hang - - —	0 9 -	0 9 -	0 9 -	0 9 -	0 9 -	0 9 -
Dowſing Chock, to trim, let in, and — - - —	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -
Iron Strap to D°, to make Mould, and — - - —	0 14 -	0 14 -	0 14 -	0 13 -	0 13 -	0 12 -
Stools for Roundhouſe, to trim, rabbit, and — - —	0 13 -	0 13 -	0 13 -	0 13 -	0 13 -	0 12 -
Birthing of — to trim to the round and hang - - - - - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Hawſe-pieces and Timberheads, to cut off ſheer down in the wake of the Beakhead - each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Plankſhear, to trim, let over, and faſten - per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Stantions for Houſes of Eaſe, to cut to a length and ſet up - - each	- -	- -	- -	- -	- -	- -
Lead Funnels — — to make Mould, and fit —	- -	- -	- -	- -	- -	- -
Doors — — to make and hang - —	- -	- -	- -	- -	- -	- -
Locks — — to put on - - - —	- -	- -	- -	- -	- -	- -
Wedges to Main and Fore-maſt, to trim and fit - —	- -	- -	- -	- -	- -	- -
— to Mizen-maſt - — and — - —	- -	- -	- -	- -	- -	- -
Cants for Cabins, to trim — and faſten, per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Hammock Rack and tricing Batten, to fit and — - —	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Rings round Maſts, to trim - and — - each	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Half-ports, to make and fit in the common way - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
— the lower half, thick, to make and hang —	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -	0 7 -
— Holes to cut out - - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Deadlights, to make, fit, and complete - - - —	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 7 -
Iron Plates at the ends of Beams, to make the Mould, and drive down the Plates - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Cooks Dreſſers, to make and complete, and make Moulds, and bolt the Cranks - - —	0 8 6	0 8 6	0 8 6	0 8 6	0 8 6	0 8 -
— Ladders, to make - - - - - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Arms, Battens, to cut and put up - - - per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1
Iron Cranks for Arms, make Moulds, fit, and faſten, each	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
— for Capſtan Bars — — and bolts - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Gangboards, to trim and put together - - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
— to cut to a length, get on board, and fit, each	0 10 -	0 10 -	0 10 -	0 9 -	0 9 -	0 8 6
Crutches to Gangboards, to make Moulds, fit, and faſten - - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -

on the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 10 -	0 9 -	0 8 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 8 -	0 7 -	0 6 -
0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6
0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
0 10 -	0 10 -	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 7 -	0 7 -	0 6 6	0 6 -	0 5 6
0 5 2	0 5 -	0 4 10	0 4 10	0 4 8	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 3	0 4 -
0 0 9	0 0 9	0 0 8½	0 0 8½	0 0 8½	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 7 6	0 7 6	0 7 -	0 7 -	0 7 -	0 6 6	0 6 -	0 6 -	0 6 -	—	—	—
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	—	—	—
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 17 -	0 16 -	—	—	—	—	—	—	—	—	—	—
0 7 -	0 7 -	—	—	—	—	—	—	—	—	—	—
0 6 6	0 6 -	—	—	—	—	—	—	—	—	—	—
0 4 8	0 4 6	—	—	—	—	—	—	—	—	—	—
0 2 4	0 2 3	—	—	—	—	—	—	—	—	—	—
0 1 6	0 1 6	—	—	—	—	—	—	—	—	—	—
0 2 6	0 2 6	—	—	—	—	—	—	—	—	—	—
0 9 -	0 9 -	—	—	—	—	—	—	—	—	—	—
0 7 -	0 7 -	—	—	—	—	—	—	—	—	—	—
0 11 -	0 10 -	—	—	—	—	—	—	—	—	—	—
0 11 6	0 11 -	—	—	—	—	—	—	—	—	—	—
0 0 3	0 0 3	—	—	—	—	—	—	—	—	—	—
0 2 -	0 2 -	—	—	—	—	—	—	—	—	—	—
0 0 10	0 0 10	—	—	—	—	—	—	—	—	—	—
- -	- -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
- -	- -	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
- -	- -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
- -	- -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
- -	- -	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
- -	- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
0 4 -	0 4 -	0 3 9	0 3 9	0 3 9	0 3 6	0 3 6	0 3 3	0 3 3	0 3 -	0 3 -	0 3 -
0 7 -	0 7 -	0 6 9	0 6 9	0 6 9	0 6 6	0 6 6	0 6 3	0 6 -	0 6 -	0 6 -	0 6 -
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
0 6 6	0 6 6	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 3	0 1 2	0 1 1
0 7 6	0 7 -	0 6 6	0 6 6	0 6 3	0 6 -	0 6 -	0 6 -	0 6 -	—	—	—
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	—	—	—
0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	—	—	—
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	—	—	—
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
0 8 -	0 7 9	0 7 6	0 7 3	0 7 -	0 6 9	0 6 6	0 6 3	0 6 -	—	—	—
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Works,

UPPER DECK.		120 & 110.	100 & 98.	90.	80.	74.	64.
Chocks to Rotherhead, to trim and fit	each	- -	- -	- -	0 4 -	0 4 -	0 4 -
Chopping Block to make	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Bowſprit Bitts to trim, get up, and faſten	—	- -	- -	- -	- -	- -	- -
Chocks on Foreſide, to trim and bolt	—	- -	- -	- -	- -	- -	- -
Croſs-piece to Bitts, — and —	—	- -	- -	- -	- -	- -	- -
Standards to Bowſprit Bitts, to trim and bolt	—	- -	- -	- -	- -	- -	- -
Cants to Pumps, to trim, let in, and faſten	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Boards at the Gangways for bearing of the Caſk, to trim and fit	each	0 8 6	0 8 6	0 8 6	0 7 6	0 7 6	0 7 6
Iron Pillars, to make the Mould, fit, and bolt	—	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Shiverholes to cut out in the Bitts	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2
Heads of the Bitts to cut off, and lead	—	- -	- -	- -	- -	- -	- -
Tranſom for the Main-ſheet, to trim and faſten	—	- -	- -	- -	- -	- -	- -
Knees to - D° - — and —	—	- -	- -	- -	- -	- -	- -
Pinracks on Croſs-pieces of the Bitts, to trim and faſten	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Boats Chocks, to trim and fit	—	- -	- -	- -	- -	- -	- -
Chock for the Boom, to trim and faſten	—	- -	- -	- -	- -	- -	- -
Catheads — — and —	—	- -	- -	- -	- -	- -	- -
Tiller, Wood, — — and fit	—	- -	- -	- -	- -	- -	- -
— Iron, make Mould, and —	—	- -	- -	- -	- -	- -	- -
— - — — and refit	—	- -	- -	- -	- -	- -	- -
Quarter Deck and Forecaſtle.							
Beams, Breaſt, to trim in one piece	each	1 4 -	1 4 -	1 4 -	1 4 -	1 4 -	1 3 -
— — — and put together in two pieces	—	1 16 -	1 16 -	1 16 -	1 16 -	1 16 -	1 14 -
— to trim in one piece	—	0 12 -	0 11 6	0 11 -	0 10 6	0 10 6	0 10 -
— — and put together in two pieces	—	1 4 -	1 3 -	1 2 -	1 0 -	1 0 -	0 18 -
— Mortices to cut in the ends for air	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— Whole, to cut to a length, get on board, and let down in the Clamp	—	0 9 -	0 9 -	0 8 6	0 8 -	0 8 -	0 7 6
— Shores, to cut, and put up temporary	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— Half, in wake of the Hatchways, to trim and let down	—	0 5 -	0 5 -	0 5 -	0 4 -	0 4 -	0 4 -
— Pieces to trim, get on board, and bolt	—	1 5 -	1 4 -	1 3 -	1 1 -	1 1 -	0 19 -
Tranſom to trim, let aft, and faſten	—	1 8 -	1 8 -	1 8 -	1 7 -	1 6 -	1 5 -
Hook at the height of the Plank-ſheer, to trim, fay, and bolt	—	- -	- -	- -	- -	- -	- -
Plates to let into Beams to receive the fore and aft Bolts	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Cat-beam to trim, put together, and faſten	—	2 5 -	2 5 -	2 5 -	2 2 -	2 0 -	1 19 -
— — to cut to a length, get on board, and let down on the Clamp	—	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
— Heads, to trim, get on board, and faſten	—	2 12 -	2 12 -	2 12 -	2 10 -	2 10 -	2 8 -
— Tail — — — and —	—	1 12 -	1 12 -	1 12 -	1 10 -	1 10 -	1 8 -
Knees to Cat-beam — — and —	—	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6
Skid-beams to trim in one piece	—	1 0 -	1 0 -	1 0 -	—	—	—
— — and put together in two pieces	—	1 9 -	1 8 -	1 7 -	1 5 -	1 5 -	1 4 -
— — cut to a length, get on board, and let down on the Clamp	—	0 9 -	0 9 -	0 8 6	0 8 -	0 8 -	0 7 6
Knees, Lodging, to chock, refay, and faſten	—	0 6 6	0 6 6	0 6 6	0 6 -	0 6 -	0 5 6
— — to trim, chock, fay, and —	—	0 8 -	0 8 -	0 8 -	0 7 6	0 7 6	0 7 -
— — Iron, to make the Mould	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— Fillings between the Beams, to trim and faſten	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— Iron, to get on board and faſten	—	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 4 6
— Hanging, to chock, refay, and faſten	—	0 9 6	0 9 6	0 9 6	0 8 6	0 8 6	0 8 -
— — to trim, chock, fay, and —	—	0 11 -	0 11 -	0 11 -	0 10 -	0 10 -	0 9 6
— — Iron, to make the Mould	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— — — to get on board and faſten	—	0 8 6	0 8 6	0 8 6	0 7 6	0 7 6	0 7 -

n the feveral Claſſes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 3 9	0 3 6	0 3 -	0 2 9	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 16 -	0 9 -	0 8 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 11 -	0 10 -	0 9 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 3 -	0 3 -	0 3 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 5 6	0 5 -	0 4 6
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 7 -	0 7 -	—	—	—
0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 9	0 1 6	0 1 6
- -	- -	0 3 6	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	0 2 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	1 5 -	1 3 -	1 1 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 7 -	0 6 -	0 5 -
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 7 6	0 7 6	0 7 6
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 13 -	0 12 -	0 11 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	1 2 -	1 0 -	0 18 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 10 -	0 9 -	0 8 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 14 -	0 13 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 11 -	0 10 -
1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 4	0 14 8	0 14 -	—	—	—
1 11 -	1 9 -	1 8 -	1 7 -	1 5 -	1 4 -	1 3 -	1 2 -	1 1 -	—	—	—
0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	—	—	—
0 17 -	0 16 -	0 15 6	0 15 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	—	—	—
0 1 5	0 1 4	0 1 3	0 1 2	0 1 1	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 -	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
0 3 6	0 3 6	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 18 -	0 17 -	0 16 -	0 16 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	—	—	—
1 4 -	1 3 -	1 2 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	—	—	—
- -	- -	2 10 -	2 8 -	2 4 -	2 0 -	1 16 -	1 12 -	1 10 -	—	—	—
0 0 5	0 0 4	0 0 4	0 0 4	0 0 4	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
1 16 -	1 14 -	—	—	—	—	—	—	—	—	—	—
0 12 -	0 11 -	—	—	—	—	—	—	—	—	—	—
2 6 -	2 4 -	2 3 -	2 2 -	2 0 -	1 18 -	1 16 -	1 14 -	1 12 -	—	—	—
1 6 -	1 4 -	—	—	—	—	—	—	—	—	—	—
0 9 -	0 8 -	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
1 3 -	1 1 -	0 19 -	0 18 -	0 16 -	0 14 -	0 13 -	0 12 -	0 11 -	—	—	—
0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 -	—	—	—
0 5 -	0 4 6	0 4 3	0 4 2	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	—	—	—
0 6 6	0 6 -	0 5 9	0 5 8	0 5 6	0 5 3	0 5 -	0 4 9	0 4 6	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 4 3	0 4 -	0 3 9	0 3 8	0 3 6	0 3 3	0 3 -	0 2 9	0 2 6	—	—	—
0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	—	—	—
0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 3	0 3 -	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work

QUARTER DECK and FORECASTLE.	120 & 110.	100 & 98.	90.	80.	74.	64.
Carlings to let down - - - - - - each	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7
Ledges — — get on board, and faſten - —	0 0 3	0 0 3	0 0 3	0 0 2½	0 0 2½	0 0 2½
Comings to trim, let down, and faſten - - per foot	0 0 10	0 0 10	0 0 10	0 0 9½	0 0 9½	0 0 9
Headledges — and — - - - each	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Forebrace Bitts - get up, and — - - —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Croſs-piece to D°, let in - and — - - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Fore Topſail Sheet and Jeer Bitts, to trim and faſten —	0 12 -	0 12 -	0 12 -	0 12 -	0 12 -	0 12 -
Croſs-pieces to D° - - - and — —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Heads of the Bitts to cut off and lead - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Ca blocks to trim, get on board, and faſten - —	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -
Shiverholes to cut out in Bitts - - - - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Partners of the Capſtan to trim, rabbit, let down, and faſten - - - per foot	- -	- -	- -	- -	- -	- -
Shotracks round the Hatchways, to trim and faſten —	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8
Shotcants — — — — —	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5	0 0 5
Iron Frame round the Ladderway, to make the Mould, and fit - - - - - each	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Pillars, Iron, to make the Mould, fit, and faſten —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
— Wood, to trim and put up - - - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Ladders to make and fit - - - - - —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Gratings — and take out the rabbit in Comings —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Iron Cranks for arms, to fit and faſten - - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Halfports to make and fit in the common way - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
— to cut out the holes - - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Cants for Cabins, to trim and faſten - - per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Rings round the Maſts, — and — - - each	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Arm Battens to cut and put up - - - - per foot	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 1½
Sweep-pieces to the Ports, to trim and — - each	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Ring and Eye-bolts to the flat and ſides, to bore for and drive - - - - - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Pauls for the Capſtan, to fit and faſten - - —	- -	- -	- -	- -	- -	- -
Carronade Checks, to trim and faſten - - —	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6
— — — and fit with Hooks and Eyes —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— — on the Nonrecoil, to trim and fay —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Iron Straps to D°, to make Mould, fit, and bolt - —	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Spirketting to gouge for the Breechings - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1	0 1 -
Pivet-bolts in Portcells to bore for and drive - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Holes, to cut through the ſide, and let out lead Pipes for Breechings - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Blocks, Check, to trim and faſten - - - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
— fixed, and ſnatch, to trim, and — - —	0 7 0	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
Chocks on the Gunwale for the Anchor, to trim, fay, and faſten - - - —	0 4 6	0 4 6	0 4 6	0 4 -	0 4 -	0 4 -
Shroud-racks with belaying Pins, to trim and faſten - - - - - - per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Eye-bolts, long, in the Breaſt-beams, to bore for and drive - - - - each	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9
Ranges to trim and faſten - - - - —	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 5 -
Toptackle Scuttleſide to make and fit - - —	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Breaſtwork Stantion to trim, put up, and faſten - —	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -	0 4 -
— Rails — let over, and - - per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Timbers to cut off and ſheer down - - - each	0 1 -	0 1 -	0 1 -	0 1 -	0 1	0 1 -
Heads — — and trim - - - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Fillings to put in under the Plankſheer and Gunwale —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Plankſheer or Gunwale to trim, let down, and faſten - - - - - - per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Steering Wheel Stantions to trim and put up - each	0 8 -	0 8 -	0 8 -	0 7 6	0 7 6	0 7 -
— — to fix - - - - - - - —	0 4 -	0 4 -	0 4 -	0 3 9	0 3 9	0 3 9
Boxes for Tiller-ropes, to trim and fit - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Sounding Pipe, to bore the hole, and fix - - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 3
Taffrail tranſom to trim, let aft, and faſten - —	- -	- -	- -	- -	- -	- -
— Knees, Wood, to trim, and — - —	- -	- -	- -	- -	- -	- -
— — Iron, to make the Mould - —	- -	- -	- -	- -	- -	- -
— — — get on board, and faſten - —	- -	- -	- -	- -	- -	- -
— Rail, to trim, let over - and — - per foot	- -	- -	- -	- -	- -	- -

n the feveral Claffes of Ships, by JOB—*continued.*

50.			44.			38.			36.			32.			28.			24.			20.			Sloop.			Sloop-Brig.			Brigan-tine.			Gun-Brig.		
0	0	7	0	0	7	0	0	6	0	0	6	0	0	6	0	0	5	0	0	5	0	0	5	0	0	5	—			—			—		
0	0	2½	0	0	2½	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	—			—			—		
0	0	8½	0	0	8	0	0	8	0	0	8	0	0	7½	0	0	7	0	0	6½	0	0	6	0	0	6	—			—			—		
0	5	-	0	4	9	0	4	9	0	4	9	0	4	0	0	4	3	0	4	-	0	3	9	0	3	6	—			—			—		
0	10	-	0	9	6	0	9	-	0	8	6	0	8	-	0	7	6	0	7	-	0	6	6	0	6	-	—			—			—		
0	3	6	0	3	6	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	—			—			—		
0	12	-	0	12	-	0	11	6	0	11	-	0	10	6	0	10	-	0	9	6	0	9	-	0	8	6	—			—			—		
0	3	6	0	3	6	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-	—			—			—		
0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	—			—			—		
0	12	6	0	12	-	0	11	-	0	11	-	0	10	-	0	9	6	0	9	6	0	9	-	0	9	-	—			—			—		
0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	—			—			—		
-	-		-	-		0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	—			—			—		
0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8	—			—			—		
0	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	0	5	0	0	5	—			—			—		
0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	—			—			—		
0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	—			—			—		
0	3	-	0	3	-	0	2	9	0	2	9	0	2	9	0	2	6	0	2	6	0	2	6	0	2	6	—			—			—		
0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	—			—			—		
0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	—			—			—		
0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	—			—			—		
0	4	-	0	4	-	0	3	9	0	3	9	0	3	9	0	3	6	0	3	6	0	3	3	0	3	3	—			—			—		
0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	—			—			—		
0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	—			—			—		
0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	—			—			—		
0	0	1½	0	0	1½	0	0	1½	0	0	1½	0	0	1½	0	0	1½	0	0	1½	0	0	1½	0	0	1½	—			—			—		
0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	—			—			—		
0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	—			—			—		
-	-		-	-		0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	—			—			—		
0	6	6	0	6	6	0	6	6	0	6	6	0	6	6	0	6	6	0	6	6	0	6	6	0	6	6	—			—			—		
0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	0	10	-	—			—			—		
0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	—			—			—		
0	6	-	0	6	-	0	6	-	0	6	-	0	6	-	0	6	-	0	6	-	0	6	-	0	6	-	—			—			—		
0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	—			—			—		
0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	—			—			—		
0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	—			—			—		
0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	0	3	6	—			—			—		
0	7	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6	0	7	6	—			—			—		
0	4	-	0	3	10	0	3	10	0	3	10	0	3	10	0	3	8	0	3	8	0	3	6	0	3	6	—			—			—		
0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	—			—			—		
0	1	9	0	1	9	0	1	8	0	1	8	0	1	8	0	1	7	0	1	7	0	1	6	0	1	6	—			—			—		
0	4	9	0	4	6	0	4	6	0	4	6	0	4	6	0	4	3	0	4	3	0	4	-	0	4	-	—			—			—		
0	5	10	0	5	8	0	5	6	0	5	4	0	5	2	0	5	-	0	4	10	0	4	8	0	4	6	—			—			—		
0	4	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-	—			—			—		
0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	—			—			—		
0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-	—			—			—		
0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	—			—			—		
0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	0	0	6	—			—			—		
0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	0	0	10	—			—			—		
0	7	-	0	7	-	0	6	9	0	6	9	0	6	9	0	6	6	0	6	6	0	6	-	0	6	-	0	5	6	0	5	3	0	5	-
0	3	9	0	3	9	0	3	6	0	3	6	0	3	6	0	3	3	0	3	-	0	2	9	0	2	6	0	2	3	0	2	-	0	1	9
0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	0	5	-	—			—			—		
0	4	3	0	4	3	0	4	-	0	4	-	0	3	9	0	3	6	0	3	6	0	3	-	0	3	-	—			—			—		
-	-		1	4	-	1	4	-	1	4	-	1	2	-	1	1	-	1	0	-	0	10	-	0	18	-	—			—			—		
-	-		0	8	-	0	8	-	0	8	-	0	7	6	0	7	-	0	6	6	0	6	-	0	6	-	—			—			—		
-	-		0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-	—			—			—		
-	-		0	7	-	0	7	-	0	7	-	0	6	6	0	6	-	0	5	6	0	5	-	0	5	-	—			—			—		
-	-		0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	0	1	3	—			—			—		

The propoſed Scheme of PRICES, for performing Shipwrights Works

QUARTER DECK and FORECASTLE.	120 & 110.	100 & 98.	90.	80.	74.	64.
Chock for the Boom, to let over board, and faſten - each	- -	- -	- -	- -	- -	- -
— for Enſign Staff, to trim - - and — —	- -	- -	- -	- -	- -	- -
Tumbler — — to make Mould, and fix - —	- -	- -	- -	- -	- -	- -
Claſp — — - — and — - —	- -	- -	- -	- -	- -	- -
Lead againſt the Birthing, to put up - - per foot	- -	- -	- -	- -	- -	- -
Block for Mainbrace, to trim and faſten - - - each	- -	- -	- -	- -	- -	- -
— Tranſporting, — and — - - - - —	- -	- -	- -	- -	- -	- -
Stantions Hammocks, to make Mould, and fit - - —	0 2 10	0 2 10	0 2 9	0 2 8	0 2 8	0 2 7
— — Waiſt — and — - —	0 4 -	0 4 -	0 4 -	0 3 11	0 3 10	0 3 9
Pinracks on Croſs-pieces of Bitts, to trim and faſten —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Lead Pipes, to bore the Holes and let through the Deck —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
— — — and — the ſide —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Bellfry, Stantions to trim, put up, and faſten - —	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6
— Hood, to trim, put up, and faſten - - —	0 15 -	0 15 -	0 15 -	0 15 -	0 15 -	0 15 -
Bell, to fit, and hang - - - - - - —	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Rubbing Paunch to the Foremaſt, to trim and faſten, per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Bolſters for Stays, to trim and faſten - - - each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Knees, Iron, under Beams, to make the Mould - —	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9
— — — — to get on board, and faſten —	0 7 -	0 7 -	0 6 6	0 6 -	0 6 -	0 5 6
Hammock-Board, to fit - - - - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Roughtree Rail, to — - - - - - —	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
ROUNDHOUSE.						
Beams, Breaſt, to trim - - - - - - each	1 2 -	1 2 -	1 1 -	1 0 -	1 0 -	0 19 -
— to trim - - - - - - - —	0 10 -	0 10 -	0 9 -	0 8 6	0 8 6	0 8 -
— Mortices, to cut in the ends for air - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— to cut to a length, get on board, and let down —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -
— Shores, to cut, and put up temporary - - —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
— Pieces, to trim, get on board, and bolt - —	1 1 -	1 1 -	0 19 -	0 18 -	0 18 -	0 17 -
Tranſom, to trim, let aft, and faſten - - - —	1 8 -	1 8 -	1 7 -	1 6 -	1 6 -	1 5 -
Plates to let into the Beams, to receive the fore and aft bolts - - - - - - —	0 0 4	0 0 4	0 0 4	0 0 3½	0 0 3½	0 0 3
Knees, Lodging, to chock, refay, and faſten - - —	0 4 -	0 4 -	0 4 -	0 3 6	0 3 6	0 3 3
— — to trim, — fay, and — - - —	0 5 -	0 5 -	0 5 -	0 4 9	0 4 9	0 4 6
— — Iron, to make the Mould - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— — — to get on board, and faſten - —	0 3 6	0 3 6	0 3 6	0 3 -	0 3 -	0 2 9
Fillings between the Beams, to trim and — - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Knees, Hanging, to chock, refay, and — - —	0 6 -	0 6 -	0 6 -	0 5 6	0 5 6	0 5 -
— — to trim, — fay, and — - —	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 6 6
— — Iron, to make the Mould - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— — — to get on board, and faſten - —	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -
Taffrail Knees, to trim, get on board, let down, and faſten —	1 6 -	1 6 -	1 6 -	1 4 -	1 4 -	1 2 -
— Tranſom, to trim, let aft - - and — —	1 12 -	1 12 -	1 11 -	1 10 -	1 9 -	1 7 -
Knees to D°, Wood - - - - and — —	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 -
Taffrail Tranſom Knees, Iron, to make Mould - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — — to get on board and faſten - —	0 9 -	0 9 -	0 9 -	0 9 -	0 9 -	0 8 -
— Rail, to trim, let over, and faſten - - per foot	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Block for the Mainbrace, to trim, let over, and faſten, each	0 13 -	0 13 -	0 12 -	0 11 -	0 11 -	0 10 6
Knees or Bitts for the Topſail Sheets, to trim and — —	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6
Framing for the Companion, to trim, rabbit, and faſten - - - - - - per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Breaſtwork Stantions, to trim, ſet up, and faſten - each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— Rail — — and — per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Shroudracks with Pins — — and — —	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Blocks, Cheek — — and — - each	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
— fixed — — and — - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
Timbers, to cut off, and ſheer down - - - —	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— Heads, to cut off, and trim - - - -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Fillings, to put in under the Plankſheer - - -	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6

the feveral Claffes of Ships by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
- -	0 15 -	0 15 -	0 15 -	0 15 -	0 14 -	0 14 -	0 13 -	0 13 -	—	—	—
- -	0 5 -	0 5 -	0 5 -	0 5 -	0 4 6	0 4 6	0 4 -	0 4 -	—	—	—
- -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
- -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
- -	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
- -	0 9 6	0 9 6	0 9 6	0 9 6	0 9 -	0 8 6	0 8 -	0 8 -	—	—	—
- -	0 8 -	0 8 -	0 7 9	0 7 6	0 7 -	0 6 6	0 6 -	0 6 -	—	—	—
0 2 6	0 2 5	0 2 4	0 2 4	0 2 4	0 2 3	0 2 2	0 2 1	0 2 -	—	—	—
0 3 8	0 3 7	0 3 6	0 3 5	0 3 4	0 3 3	0 3 2	0 3 1	0 3 -	—	—	—
0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	—	—	—
0 15 -	0 14 -	0 13 6	0 13 6	0 13 6	0 13 -	0 12 6	0 12 -	0 12 -	—	—	—
0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	0 3 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	—	—	—
0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	—	—	—
0 18 -	—	—	—	—	—	—	—	—	—	—	—
0 7 6	—	—	—	—	—	—	—	—	—	—	—
0 1 -	—	—	—	—	—	—	—	—	—	—	—
0 4 -	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—
0 16 -	—	—	—	—	—	—	—	—	—	—	—
1 4 -	—	—	—	—	—	—	—	—	—	—	—
0 0 3	—	—	—	—	—	—	—	—	—	—	—
0 3 -	—	—	—	—	—	—	—	—	—	—	—
0 4 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 2 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 5 -	—	—	—	—	—	—	—	—	—	—	—
0 6 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 4 -	—	—	—	—	—	—	—	—	—	—	—
1 0 -	—	—	—	—	—	—	—	—	—	—	—
1 5 -	—	—	—	—	—	—	—	—	—	—	—
0 8 -	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 7 -	—	—	—	—	—	—	—	—	—	—	—
0 1 3	—	—	—	—	—	—	—	—	—	—	—
0 10 -	—	—	—	—	—	—	—	—	—	—	—
0 5 6	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 0 10	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—
0 3 6	—	—	—	—	—	—	—	—	—	—	—
0 7 6	—	—	—	—	—	—	—	—	—	—	—
0 1 -	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 0 6	—	—	—	—	—	—	—	—	—	—	—

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

ROUNDHOUSE.		120. & 110.	100 & 98.	90.	80.	74.	64.
Plankſheer to trim, let down, and faſten -	per foot	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10	0 0 10
Cap for the Enſign Staff, to trim and faſten -	- - —	0 6 6	0 6 -	0 5 6	0 5 -	0 5 -	0 4 9
Claſp for Enſign Staff, to make mould, and fit	- - —	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Tumbler - - - - - - -	- - —	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Lead againſt the Birthing, to put up - -	- - —	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Ranges to trim and faſten - - - - -	- each	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 5 -
Ring and Eye-bolts on the flat and ſides, to bore and drive - - - - - -	—	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Carronade Chocks, to trim and faſten - -	- - —	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6	0 6 6
— — — and fit with Hooks and Eyes - - -	—	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
— — on the Nonrecoil, to trim and fay	—	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6
Iron Straps to D°, to make Moulds, fit, and bolt -	—	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -	0 6 -
Spirketting to gouge for the Breechings - -	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Pivet-bolts in Port-cills, to bore and drive - -	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Holes to cut through the ſide, and let out Lead-pipes for Breechings - - -	—	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -	0 5 -
Roughtree Rail for Hammock Stantions, to trim and faſten - - - -	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Stantions for Hammocks, to make mould, and fit	each	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Hammock-board to fit - - - - -	per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Pillars under the Beams, to trim and ſet up -	- each	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Roughtree Rail to trim, let on the Timbers, and faſten - - - - - -	per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
WITHOUT BOARD.							
Channels, Main and Fore, to trim and put together	per foot	0 3 1	0 3 1	0 3 -	0 2 11	0 2 10	0 2 8
— Mizen, - - - — and —	— —	0 2 3	0 2 3	0 2 2	0 2 1	0 2 -	0 1 11
Backſtay Stools, Main and Fore, and	— —	0 1 9	0 1 9	0 1 8	0 1 7	0 1 7	0 1 6
— — Mizen - and	— —	0 1 5	0 1 5	0 1 4	0 1 3	0 1 3	0 1 2
Channels, Fore, to get up, fay, and faſten -	- each	2 14 -	2 13 -	2 12 -	2 8 -	2 6 -	2 2 -
— Main, - - and — -	- —	2 17 -	2 16 -	2 15 -	2 11 -	2 9 -	2 5 -
— Mizen, - - and — -	- —	1 10 -	1 9 -	1 8 -	1 7 -	1 6 -	1 4 -
Backſtay Stools - - and — -	- —	0 11 -	0 11 -	0 10 -	0 9 6	0 9 -	0 8 -
Dead-eyes, Moulds to make for the length of the Chain - - - - - -	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— to Main and Fore Channels, to get up and let in - - - - -	—	0 1 10	0 1 10	0 1 9	0 1 8	0 1 8	0 1 7
— to Mizen Channels and Backſtays, and	— —	0 1 2	0 1 2	0 1 1	0 1 -	0 1 -	0 0 11
Swivel Bolts in Channels - - - -	—	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Boom Irons, to make the Mould, let on, and faſten	—	0 4 -	0 4 -	0 4 -	0 3 9	0 3 9	0 3 6
Channel Rail, to trim and faſten - - -	per foot	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Preventer Eye-bolts, to bore and drive - -	each	0 1 6	0 1 6	0 1 6	0 1 5	0 1 5	0 1 4
— Plates, to make the Moulds, and fit -	— —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
— and Chain Bolts, to bore, make Mould for, and drive - - - - -	—	0 2 -	0 2 -	0 2 -	0 1 11	0 1 11	0 1 10
Ring and Eye plate, to make the Mould, get up, and faſten - - - - -	—	0 7 6	0 7 6	0 7 3	0 7 -	0 7 -	0 6 9
Portlids Gun-deck, to trim out the Stops, make, and hang with Scuttles - - -	—	1 3 -	1 3 -	1 2 6	1 2 -	1 1 -	1 0 -
— Gun-deck, without Scuttles - -	—	0 18 6	0 18 6	0 18 -	0 17 6	0 16 6	0 15 6
— Middle deck, to trim out the Stops, make, and hang - - - - -	—	0 16 -	0 16 -	0 15 -	—	—	—
— Upper-deck, to trim out the Stops, make, and hang - - - - -	—	0 15 -	0 15 -	0 14 -	0 13 -	0 13 -	0 12 6
— Quarter-deck, to trim out the Stops, to make, and hang - - -	—	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 -
Carport or Cabin Scuttlelids, to trim out the Stops, make, and hang - - - -	—	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6
Portrope Holes, to bore and line with Lead -	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Cheſtree to trim, fay, and faſten - - -	—	0 16 -	0 16 -	0 16 -	0 15 -	0 15 -	0 14 6
— to refay and - — - - -	—	0 5 6	0 5 6	0 5 6	0 5 3	0 5 3	0 5 -
Bolder to Cheſtree, to trim and faſten - -	—	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Sprits to the ſide, fay, and — - -	—	0 12 -	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -
— — to refay and — - -	—	0 5 6	0 5 6	0 5 6	0 5 3	0 5 -	0 4 9

on the feveral Claſſes of Ships, by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
o o 10	—	—	—	—	—	—	—	—	—	—	—
o 4 6	—	—	—	—	—	—	—	—	—	—	—
o 2 -	—	—	—	—	—	—	—	—	—	—	—
o 3 -	—	—	—	—	—	—	—	—	—	—	—
o o 2	—	—	—	—	—	—	—	—	—	—	—
o 4 9	—	—	—	—	—	—	—	—	—	—	—
o o 9	—	—	—	—	—	—	—	—	—	—	—
o 6 6	—	—	—	—	—	—	—	—	—	—	—
o 10 -	—	—	—	—	—	—	—	—	—	—	—
o 3 6	—	—	—	—	—	—	—	—	—	—	—
o 6 -	—	—	—	—	—	—	—	—	—	—	—
o 1 -	—	—	—	—	—	—	—	—	—	—	—
o 1 -	—	—	—	—	—	—	—	—	—	—	—
o 5 -	—	—	—	—	—	—	—	—	—	—	—
o o 3	—	—	—	—	—	—	—	—	—	—	—
o 3 -	—	—	—	—	—	—	—	—	—	—	—
o o 2	—	—	—	—	—	—	—	—	—	—	—
o 2 6	—	—	—	—	—	—	—	—	—	—	—
o o 6	—	—	—	—	—	—	—	—	—	—	—
o 2 6	o 2 4	o 2 2	o 2 1	o 1 11	o 1 9	o 1 7	o 1 6	o 1 5	—	—	—
o 1 9	o 1 8	o 1 7	o 1 6	o 1 5	o 1 4	o 1 3	o 1 2	o 1 1	—	—	—
o 1 5	o 1 4	o 1 3	o 1 3	o 1 2	o 1 1	o 1 -	o o 11	o o 10	—	—	—
o 1 1	o 1 -	o 1 -	o 1 -	o o 11	o o 10	o o 9	o 8 8½	o o 8	—	—	—
1 18 -	1 14 -	1 12 -	1 11 -	1 7 -	1 4 -	1 2 -	1 o -	o 18 -	—	—	—
2 1 -	1 17 -	1 15 -	1 13 -	1 9 -	1 6 -	1 4 -	1 2 -	1 o -	—	—	—
1 2 -	1 o -	o 18 -	o 17 -	o 15 -	o 14 -	o 13 -	o 12 -	o 11 -	—	—	—
o 7 -	o 6 6	o 6 -	o 6 -	o 5 -	o 4 6	o 4 6	o 4 -	o 4 -	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 1 6	o 1 5	o 1 3	o 1 2	o 1 1	o 1 -	o o 11	o o 10	o o 9	o o 8	o o 7½	o o 7
o o 10	o o 9	o o 8	o o 8	o o 7	o o 6½	o o 6½	o o 6	o o 6	o o 5	o o 4	o o 3
o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6	o o 6
o 3 6	o 3 6	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	o 3 -	—	—	—
o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3	o o 3
o 1 3	o 1 3	o 1 2	o 1 2	o 1 2	o 1 1	o 1 1	o 1 -	o 1 -	—	—	—
o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 1 9	o 1 9	o 1 8	o 1 8	o 1 8	o 1 6	o 1 6	o 1 6	o 1 6	—	—	—
o 6 6	o 6 3	o 6 -	o 6 -	o 6 -	o 5 9	o 5 9	o 5 6	o 5 6	o 5 6	o 5 -	o 4 6
o 19 6	o 18 6	—	—	—	—	—	—	—	—	—	—
o 15 -	o 14 -	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
o 12 -	o 11 -	o 10 6	o 10 -	o 9 6	o 9 -	o 8 6	o 8 -	o 8 -	—	—	—
o 8 -	—	—	—	—	—	—	—	—	—	—	—
o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6	o 4 6
o 2 -	o 2 -	—	—	—	—	—	—	—	—	—	—
o 14 -	o 13 6	o 13 -	o 12 -	o 11 -	o 10 -	o 9 -	o 8 -	o 7 -	o 5 -	o 4 6	o 4 -
o 4 6	o 4 6	o 4 -	o 4 -	o 4 -	o 3 6	o 3 6	o 3 -	o 3 -	o 2 9	o 2 6	o 2 3
o 2 6	o 2 6	o 2 4	o 2 4	o 2 4	o 2 3	o 2 3	o 2 -	o 2 -	o 1 9	o 1 6	o 1 6
o 8 6	o 8 -	o 7 -	o 6 6	o 6 -	o 5 6	o 5 -	o 4 6	o 4 -	—	—	—
o 4 6	o 4 3	o 4 -	o 3 9	o 3 6	o 3 3	o 3 -	o 2 9	o 2 6	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work

WITHOUT BOARD.	120 & 110.	100 & 98.	90.	80.	74.	64.
Steps to the Side, to trim, fay, and fasten - - each	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
— — — to refay and — - - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
Bolsters for linings of Anchor, to trim and fasten - —	0 18 -	0 17 -	0 16 -	0 15 -	0 15 -	0 14 6
— to — — to refay, and — - —	0 9 -	0 8 6	0 8 -	0 7 6	0 7 6	0 7 3
Stantions — — to trim, and — - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Billboards — — — and — - —	0 6 6	0 6 6	0 6 6	0 6 -	0 6 -	0 5 9
Iron plates upon Billboards, to fit, and — - —	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 9
Lift-blocks to trim, fay - - - - and — - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
Davits on the Quarter for Boats, to trim and fit - —	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6
Spider for the Mainsheet, to make the Mould, fit, and fasten —	0 16 -	0 16 -	0 16 -	0 16 -	0 16 -	0 15 6
Wriggles, Port, to trim — and — - —	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9
— Scuttle - - - — and — - —	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7
Rails to the Side - - - — and — per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Entering Port-Hood, to trim and fasten - - each	1 16 -	1 15 0	1 14 -	—	—	—
— — Brackets — and — - - - —	0 7 6	0 7 6	0 7 6	—	—	—
— — Steps to the side, and — - - - —	0 2 6	0 2 6	0 2 6	—	—	—
— — to lead - - - - - - per foot	0 0 2	0 0 2	0 0 2	—	—	—
Knee of the Head, to trim and put together, ready for getting up - - - —	21 0 0	19 0 -	17 5 -	15 0 -	13 10 -	12 10 -
— get up, fay, bore off, and bolt - - - —	24 10 -	22 10 -	20 15 -	18 10 -	17 0 -	15 15 -
Gripe to trim, fay, and fasten - - - - —	6 0 -	5 10 -	5 0 -	4 15 -	4 10 -	4 5 -
— to chock, refay, and — - - - - —	4 0 -	3 13 -	3 8 -	3 3 -	3 0 -	2 17 -
Cheeks to trim, fay, and fasten - - - - each	2 10 -	2 10 -	2 8 -	2 4 -	2 2 -	1 18 -
— to chock, refay, and — - - - —	1 14 -	1 14 -	1 12 -	1 9 -	1 8 -	1 6 -
Headrails, Upper, to trim, and put together - - —	2 12 -	2 12 -	2 10 -	2 8 -	2 6 -	2 3 -
— Middle — and — - - - —	0 12 -	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -
— Lower — and — - - - —	0 10 -	0 10 -	0 9 -	0 8 -	0 7 6	0 7 -
— Upper, to get up and fasten - - - —	1 4 -	1 2 -	1 0 -	0 18 -	0 17 -	0 15 -
— Middle — and — - - - —	0 6 -	0 6 -	0 6 -	0 5 -	0 5 -	0 4 6
— Lower — and — - - - —	0 6 -	0 6 -	0 6 -	0 5 -	0 5 -	0 4 6
Air-bracket, to trim, get up, and — - - - —	0 11 -	0 10 6	0 9 6	0 8 6	0 8 6	0 8 3
Standard on the Knee, to trim and — - - - —	1 1 -	1 0 -	0 18 -	0 16 -	0 15 -	0 14 -
Lacing - - - - - - - and — - - - —	1 7 -	1 6 -	1 5 -	1 3 -	1 2 -	1 0 -
Hawse-holes, to cut out - - - - - - —	0 17 -	0 16 -	0 15 -	0 14 -	0 14 -	0 13 -
Hawse-pipes to get in, and turn - - - - —	0 12 -	0 11 6	0 11 -	0 10 6	0 10 6	0 10 -
Timbers of the Head, to trim, get up, and fasten - —	0 15 -	0 14 -	0 13 -	0 11 6	0 11 -	0 10 -
— — to refay - and — - —	0 7 6	0 7 -	0 6 6	0 5 9	0 5 6	0 5 -
Cross-pieces — Foremast, to trim, let down, and fasten —	0 15 -	0 15 -	0 14 -	0 13 -	0 13 -	0 12 6
— — — to refay and — - —	0 7 6	0 7 6	0 7 -	0 6 6	0 6 6	0 6 3
— — Aftermast, to trim, let down, and fasten —	1 2 -	1 1 -	1 0 -	0 19 -	0 19 -	0 18 -
— — — to reray, - - and — —	0 11 -	0 10 6	0 10 -	0 9 6	0 9 6	0 9 -
Knees to Cross-pieces, to trim, - - - - and — —	0 9 -	0 9 -	0 9 -	0 8 -	0 8 -	0 7 6
Carlings in the Head, to trim and let down - - —	0 8 -	0 8 -	0 8 -	0 7 -	0 7 -	0 6 6
Cant on the Bow for the Ledges, to trim and fasten, per foot	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
Ledges in the Head, to trim and let down - - each	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
Iron Plates over the Ledges, make Moulds, fit and fasten - - - - - - all	0 6 -	0 6 -	0 6 -	0 5 9	0 5 9	0 5 6
Saddle to trim and fasten - - - - - - —	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 6
Iron Strap at the fore-part of Main-rail, to make the Mould - - - - - - —	0 3 -	0 3 -	0 3 -	0 2 9	0 2 9	0 2 9
— to fay and fasten - - - - - - —	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 6 6
False Rails to trim, fay, and — - - - - —	1 6 -	1 5 -	1 4 -	1 2 -	1 2 -	1 1 -
— to refay, and — - - - - —	0 17 -	0 16 6	0 16 -	0 15 -	0 15 -	0 14 -
Guard-irons or Horses, to make the Mould, fit, and fasten - - - - - - —	0 15 -	0 15 -	0 14 -	0 13 6	0 13 -	0 12 6
Trace-pieces to the Timbers of the Head, to trim and fasten - - - - - - —	0 2 6	0 2 6	0 2 6	0 2 -	0 2 -	0 2 -
Lock for the Figure, to trim and put together - —	14 0 -	13 0 -	11 0 -	8 15 -	8 10 -	8 5 -
— — get up on the Knee, and fasten - - —	3 10 -	3 5 -	2 15 -	2 4 -	2 3 -	2 1 -
Bust of the Head, to trim and put together - - —	7 0 -	6 10 -	5 10 -	4 7 6	4 5 -	4 2 6
— — get up on the Knee, and fasten - - —	3 5 -	3 0 -	2 10 -	2 0 -	1 19 -	1 17 -
Scroll, to trim and put together - - - - —	14 0 -	13 0 -	11 0 -	8 15 -	8 10 -	8 5 -
— — get up, let on the Knee, and fasten - —	3 10 -	3 5 -	2 15 -	2 4 -	2 3 -	2 1 -

on the feveral Claffes of Ships, by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	—	—	—
0 14 -	0 13 6	0 13 -	0 12 6	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	—	—	—
0 7 -	0 6 9	0 6 6	0 6 3	0 6 -	0 5 9	0 5 6	0 5 3	0 5 -	—	—	—
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—	—
0 5 6	0 5 3	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 4 -	0 4 -	—	—	—
0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	—	—	—
0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	—	—	—
0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	0 7 6	—	—	—
0 15 -	0 14 6	0 14 -	0 13 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	—	—	—
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0	0 0 9	—	—	—
0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	0 0 7	—	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
10 10 -	8 10 -	7 10 -	7 0 -	6 0 -	5 10 -	5 0 -	4 10 -	4 0 -	3 10 -	3 5 -	3 0 -
13 10 -	11 5 -	10 0 -	9 5 -	8 0 -	7 10 -	6 15 -	6 10 -	5 10 -	5 0 -	4 10 -	4 0 -
4 0 -	3 15 -	3 10 -	3 10 -	3 5 -	3 0 -	2 15 -	2 10 -	2 5 -	2 0 -	1 15 -	1 10 -
2 14 -	2 10 -	2 7 -	2 7 -	2 4 -	2 0 -	1 17 -	1 14 -	1 11 -	1 7 -	1 4 -	1 0 -
1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	1 0 -	0 18 -	0 16 -	0 12 -	0 10 -
1 4 -	1 2 -	1 0 -	0 18 6	0 17 -	0 16 -	0 15 -	0 13 6	0 12 -	0 11 -	0 8 -	0 7 -
2 0 -	1 17 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 0 -	0 18 -	—	—
0 8 6	0 8 -	—	—	—	—	—	—	—	—	—	—
0 6 6	0 6 -	0 5 9	0 5 6	0 5 3	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	—	—
0 13 -	0 12 -	0 11 -	0 11 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 -	—	—
0 4 -	0 4 -	—	—	—	—	—	—	—	—	—	—
0 4 -	0 4 -	0 3 6	0 3 6	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 2 6	—	—
0 8 -	0 7 9	0 7 6	0 7 3	0 7 -	0 6 9	0 6 6	0 6 3	0 6 -	0 5 6	—	—
0 12 -	0 11 -	0 10 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -
0 18 -	0 16 -	0 15 -	0 14 6	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	0 8 -
0 12 -	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -
0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -
0 9 -	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 6	0 5 -	0 4 6	—	—
0 4 6	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	0 2 9	0 2 9	0 2 6	0 2 3	—	—
0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 -	—	—
0 6 -	0 5 6	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 -	—	—
0 17 -	0 16 -	0 15 6	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	0 9 -	—	—
0 8 6	0 8 -	0 7 9	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	—	—
0 7 6	0 7 6	0 7 -	0 7 -	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	—	—
0 6 6	0 6 6	0 6 -	0 6 -	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	—	—
0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	—	—
0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	—	—
0 5 3	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	—	—
0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 -	—	—
0 2 9	0 2 9	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 -	—	—
0 6 -	0 5 6	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 4 9	0 4 6	0 4 -	—	—
1 0 -	0 19 -	0 18 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	—	—
0 13 -	0 12 6	0 12 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 9 -	0 8 -	—	—
0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 -	—	—
0 2 -	0 2 -	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	—	—
8 0 -	7 15 -	7 10 -	7 5 -	7 0 -	6 15 -	6 10 -	6 5 -	6 0 -	—	—	—
2 0 -	1 19 -	1 17 6	1 16 -	1 15 -	1 14 -	1 12 -	1 11 -	1 10 -	—	—	—
4 0 -	3 17 6	3 15 -	3 12 6	3 10 -	3 7 6	3 5 -	3 2 6	3 0 -	—	—	—
1 16 -	1 15 -	1 13 6	1 12 -	1 11 -	1 10 -	1 9 -	1 8 -	1 7 -	—	—	—
8 0 -	7 15 -	7 10 -	7 5 -	7 0 -	6 15 -	6 10	6 5 -	6 0 -	5 0 -	4 10 -	4 0 -
2 0 -	1 19 -	1 17 6	1 16 -	1 15 -	1 14 -	1 12 -	1 11 -	1 10 -	1 5 -	1 2 6	1 0 -

The Propoſed SCHEME of PRICES, for performing Shipwrights Work

WITHOUT BOARD.	120 & 110.	100 & 98.	90.	80.	74.	64.
Supporters and Eakins, to trim, get up, and faſten, each	2 15 -	2 13 -	2 11 -	2 6 -	2 5 -	2 2 -
— Stricght without Eakins, to trim, get up, and faſten —	1 10 -	1 9 -	1 8 -	1 5 -	1 4 -	1 3 -
Knee to the aft ſide of the Cathead, to trim, get up, and faſten —	0 16 -	0 16 -	0 16 -	0 15 -	0 15 -	0 14 6
Bumpkins, to trim, get up, and faſten —	1 4 -	1 4 -	1 4 -	1 2 -	1 2 -	1 0 -
— to refit - and — —	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 -
— Iron, with Stays, to make the Moulds, fit, and faſten —	- -	- -	- -	- -	- -	- -
— Iron, with Stays, to refit and faſten - —	- -	- -	- -	- -	- -	- -
Accommodation Stantions, to trim and faſten - —	0 16 -	0 16 -	0 15 6	0 15 -	0 15 -	0 14 6
— — Carlings, — and — —	0 11 -	0 11 -	0 11 -	0 10 -	0 10 -	0 9 6
— — Croſs-pieces — and — -	0 2 6	0 2 6	0 2 6	0 2 -	0 2 -	0 2 -
— — Gratings, to make and fit -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -
Bolſter to the Hawſe, to trim and faſten in two pieces —	2 8 -	2 8 -	2 8 -	2 4 -	2 4 -	2 2 -
— — to line the inſide, refay, and faſten —	1 18 -	1 18 -	1 18 -	1 16 -	1 16 -	1 15 -
— — to trim and faſten in one piece - —	1 14 -	1 14 -	1 14 -	1 12 -	1 12 -	1 11 -
— — to line the inſide, refay, and faſten —	1 7 -	1 7 -	1 7 -	1 5 -	1 5 -	1 4 -
Solids between the Cheek againſt the Knee, to trim, fay and faſten —	1 4 -	1 2 -	1 0 -	0 18 -	0 18 -	0 17 -
— to refay and — —	0 16 -	0 15 -	0 14 -	0 12 -	0 12 -	0 11 -
— between the Cheeks againſt the Bow, to trim, fay, and faſten —	- -	- -	- -	- -	- -	- -
— to refay - and — —	- -	- -	- -	- -	- -	- -
Waſhboards under the Cheeks againſt the Knee, to trim, fay, and faſten —	0 15 -	0 14 -	0 13 -	0 11 -	0 11 -	0 10 -
— to refay - and — —	0 10 -	0 9 6	0 9 -	0 8 -	0 8 -	0 7 -
— under the Cheeks againſt the Bow, to trim, fay, and faſten —	0 15 -	0 14 3	0 13 -	0 11 -	0 11 -	0 10 -
— to refay and — —	0 10 -	0 9 6	0 9 -	0 8 -	0 8 -	0 7 -
— upon the Cheeks, to trim, fay, and faſten —	0 7 -	0 6 6	0 6 -	0 5 6	0 5 6	0 5 -
— — — to refay - and — —	0 4 -	0 3 9	0 3 6	0 3 3	0 3 -	0 2 9
Eyebolts for Bowſprit Shrouds, to bore and drive —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 5
Gammoning Holes, to cut out - - - —	0 3 6	0 3 6	0 3 6	0 3 6	0 3 6	0 3 4
Bobſtay - - - - - - - —	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 5
Bollard Timbers, to cut off, and trim the Heads —	0 11 -	0 11 -	0 11 -	0 10 -	0 10 -	0 9 6
Bolſters to Gammoning Holes, to trim and faſten —	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Lead the Knee of Head and Gripe - - - —	2 18 -	2 16 -	2 14 -	2 12 -	2 12 -	2 10 -
— on — — and — to get up and faſten - - - - - per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Horſeſhoe and Dovetail Plates, to let in and bolt each	0 8 -	0 8 -	0 8 -	0 8 -	0 8 -	0 7 6
Seats of Eaſe, to make - - - - - per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
Shoots of the ſide, to fit and faſten - - - each	0 8 -	0 8 -	0 8 -	0 6 -	0 6 -	0 6 -
Stools to the Quarter Galleries, to trim and faſten —	2 10 -	2 10 -	2 8 -	2 5 -	2 5 -	2 3 -
Rails of the Stern, Foot to trim, ſcarph, rabbit, and faſten —	3 0 -	3 0 -	3 0 -	2 15 -	2 15 -	2 12 -
— — Breaſt, — — - and — —	2 15 -	2 15 -	2 15 -	2 10 -	2 10 -	2 7 -
— Stern Counter, to trim and faſten - —	2 15 -	2 15 -	2 15 -	2 10 -	2 10 -	2 7 -
— D° — and — - per foot	- -	- -	- -	- -	- -	- -
— — Tuck — and — - each	1 4 -	1 4 -	1 2 -	1 0 -	1 0 -	0 18 -
Wooden-ends, to cut off for the Tuck Rails - - -	1 0 -	1 0 -	0 18 -	0 16 -	0 16 -	0 15 -
Taffrail, to trim and put together - - - - -	6 0 -	6 0 -	5 15 -	5 0 -	5 10 -	5 5 -
— to get up, fay, and faſten - - - - -	3 0 -	3 0 -	2 18 -	2 15 -	2 15 -	2 12 6
Quarter-pieces, to trim and put together - - each	3 10 -	3 10 -	3 10 -	3 0 -	3 0 -	2 15 -
— — to get up and faſten - - —	1 15 -	1 15 -	1 15 -	1 10 -	1 10 -	1 7 6
Muntin — Foremaſt, to trim and faſten - —	0 9 -	0 9 -	0 8 -	0 7 -	0 7 -	0 6 6
Rails to the Stools and Rim, to trim and — - —	1 10 -	1 10 -	1 7 6	1 5 -	1 5 -	1 3 -
Water Tables, to trim, fit - - - - per foot	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
Corner-pieces for the Birthing, to trim, rabbit, and faſten, each	0 12 -	0 12 -	0 11 -	0 9 -	0 9 -	0 8 6
Stantions — — Foremaſt, one to trim and — —	0 9 -	0 9 -	0 8 -	0 7 -	0 7 -	0 6 6
— — — Common — and — —	0 2 -	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
Knees under the Stools, and at the Corners of the Rails, to trim and faſten - - - —	0 6 6	0 6 6	0 6 6	0 5 6	0 5 6	0 5 -
Finiſhings, Lower, to refay and faſten - - —	0 10 -	0 10 -	0 10 -	0 9 6	0 9 6	0 9
— — to trim, fay, and — - —	2 2 -	2 2 -	2 0 -	1 18 -	1 18 -	1 16
— Upper, and Fretwork, to refay and — —	0 10 -	0 10 -	0 10 -	0 9 6	0 9 6	0 9 -
— — to trim, fay - and — —	1 10 -	1 10 -	1 8 -	1 5 -	1 5 -	1 4 -

on the ſeveral Claſſes of Ships, by JOB—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
2 0 -	1 16 -	1 14 -	1 11 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	0 18 -	0 16 -	0 14 -
1 2 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 11 -	0 10 -	0 9 -
0 14 -	0 13 6	0 13 -	0 12 6	0 12 -	0 11 -	0 10 -	0 9 6	0 9 -	—	—	—
0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 -	0 10 -	—	—
0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 14 -	0 14 -
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 9 -	0 9 -
0 14 -	0 13 6	—	—	—	—	—	—	—	—	—	—
0 9 -	0 9 -	—	—	—	—	—	—	—	—	—	—
0 2 -	0 2 -	—	—	—	—	—	—	—	—	—	—
0 10 -	0 10 -	—	—	—	—	—	—	—	—	—	—
2 0 -	1 18 -	1 17 -	1 17 -	1 15 -	1 14 -	1 12 -	1 11 -	1 10 -	1 8 -	1 4 -	1 2 -
1 13 -	1 11 -	1 9 -	1 9 -	1 7 -	1 5 -	1 3 -	1 2 -	1 1 -	0 19 -	0 17 -	0 15 -
1 9 -	1 7 -	1 6 -	1 6 -	1 4 -	1 2 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 14 -
1 3 -	1 1 -	1 0 -	1 0 -	0 19 -	0 17 6	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 10 -
0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 9 -	0 8 -	0 7 6
0 10 6	0 10 -	0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 -	0 4 6
- -	- -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 6	0 13 -	0 12 -	0 11 -	0 10 -
- -	- -	0 12 -	0 11 6	0 11 -	0 10 -	0 9 6	0 9 6	0 8 6	0 8 -	0 7 -	0 6 6
0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -
0 6 6	0 6 -	0 5 6	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 6	0 3 -	0 2 6	0 2 -
0 9 6	0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -
0 6 6	0 6 -	0 5 6	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 6	0 3 -	0 2 6	0 2 -
0 4 6	0 4 -	—	—	—	—	—	—	—	—	—	—
0 2 6	0 2 3	—	—	—	—	—	—	—	—	—	—
0 1 5	0 1 5	0 1 4	0 1 4	0 1 4	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 2	0 1 1
0 3 3	0 3 2	0 3 -	0 3 -	0 2 9	0 2 6	0 2 6	0 2 6	0 2 6	0 2 -	0 2 -	0 2 -
0 1 4	0 1 4	0 1 3	0 1 3	0 1 3	0 1 2	0 1 2	0 1 1	0 1 1	0 1 -	0 1 -	0 1 -
0 9 -	0 8 6	0 8 -	0 7 6	0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 -	0 3 6	0 3 -
0 2 6	0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 1 6	0 1 6	0 1 6
2 6 -	2 2 -	1 18 -	1 16 -	1 12 -	1 8 -	1 6 -	1 4 -	1 2 -	0 18 -	0 16 -	0 14 -
0 0 11	0 0 10	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8	0 0 8	0 0 8	0 0 7	0 0 7	0 0 7
0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	0 3 9	0 3 6	0 3 -
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
0 6 -	0 6 -	—	—	—	—	—	—	—	—	—	—
2 1 -	2 0 -	1 18 -	1 10 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	—	—	—
2 10 -	—	—	—	—	—	—	—	—	—	—	—
2 5 -	—	—	—	—	—	—	—	—	—	—	—
2 5 -	2 2 -	2 0 -	1 13 -	1 16 -	1 14 -	1 12 -	1 10 -	1 8 -	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	0 0 4	0 0 4	0 0 4
0 17 -	0 16 6	0 16 -	0 15 6	0 15 -	0 14 6	0 14 -	0 13 6	0 13 -	0 11 -	0 9 -	0 7 -
0 15 -	0 14 -	0 13 -	0 13 -	0 12 -	0 11 6	0 11 -	0 10 6	0 10 -	0 9 -	0 7 -	0 5 -
3 0 -	4 15 -	4 10 -	4 5 -	4 0 -	3 15 -	3 10 -	3 5 -	3 0 -	—	—	—
2 10 -	2 7 6	2 5 -	2 2 6	2 0 -	1 17 6	1 15 -	1 12 6	1 10 -	—	—	—
2 12 -	2 10 -	2 0 -	2 0 -	1 18 6	1 16 -	1 14 -	1 12 -	1 10 -	—	—	—
1 6 -	1 5 -	1 0 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	—	—	—
0 6 -	0 5 9	0 5 6	0 5 3	0 5 -	0 4 9	0 4 6	0 4 3	0 4 -	—	—	—
1 1 -	0 19 -	0 17 -	0 17 -	0 16 -	0 15 -	0 14 -	0 13 -	0 12 -	—	—	—
0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 8 6	0 8 -	0 7 6	0 7 6	0 7 6	0 7 -	0 7 -	0 7 -	0 7 -	—	—	—
0 6 6	0 6 -	0 5 6	0 5 6	0 5 6	0 5 -	0 5 -	0 5 -	0 5 -	—	—	—
0 1 6	0 1 6	0 1 3	0 1 3	0 1 3	0 1 -	0 1 -	0 1 -	0 1 -	—	—	—
0 5 -	0 4 6	0 4 6	0 4 6	0 4 6	0 4 -	0 4 -	0 3 -	0 3 -	—	—	—
0 9 -	0 9 -	0 8 6	0 8 6	0 8 6	0 8 -	0 8 -	0 8 -	0 8 -	—	—	—
1 14 -	1 12 -	1 11 -	1 10 -	1 9 -	1 8 -	1 7 -	1 6 -	1 5 -	—	—	—
0 9 -	0 9 -	0 8 6	0 8 6	0 8 6	0 8 -	0 8 -	0 8 -	0 8 -	—	—	—
1 3 -	1 2 -	1 1 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	—	—	—

The Proposed SCHEME of PRICES, for performing Shipwrights Work

WITHOUT BOARD.		120 & 110.	100 & 98.	90.	80.	74.	64.
Rails and Fretwork above the upper Finishing, to trim and fasten	each	0 16 -	0 16 -	0 16	0 16 -	0 16 -	0 15 -
Stools—Taffrail, Transom, and Birthing, to lead,	per foot	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2
— Holes to bore, and Pipes to let down	each	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
Terms and Trusses, to trim and fasten	—	1 3 -	1 3 -	1 2 -	0 18 -	0 18 -	0 16 -
— — to refit and —	—	0 10 -	0 10 -	0 9 -	0 8 -	0 8 -	0 7 6
Bannisters right aft, to trim and —	—	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -
— — to refit and —	—	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -	0 1 -
— on the Quarters, to trim and fasten	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
— — — to refit and —	—	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Rise-piece at the foot of the Bannisters, to trim, say, and fasten	per foot	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6
Cistern over the Quarter-gallery, to make and fix	each	0 10 -	0 10 -	0 10 -	0 10 -	0 10 -	0 9 6
— over the Quarter-gallery, to replace	—	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -
Stools and Cranks for the Stern Lanthorns, to make, fix, and complete	—	0 12 -	0 12 -	0 12 -	0 11 -	0 11 -	0 10 6
Canterliver Bracket, to trim and fasten	—	0 10 -	0 10 -	0 9 -	0 8 -	0 8 -	0 7 6
Rother to make, cut out with the Tillerholes, and fit the Woodlocks	—	14 0 -	13 10 -	12 10 -	12 0 -	11 10 -	11 0 -
— Moulds to make for the Pintles, Braces, Ring-plate, Straps, and Hooks	—	6 6 -	6 6 -	6 0 -	5 5 -	5 0 -	4 10 -
— let on the Pintles, Braces, Ring-plate, Straps, and Hooks, Copper under D° back of the Post, and Bearding of the Rother	—	9 0 -	9 0 -	8 10 -	7 10 -	7 5 -	7 0 -
— To prepare the Geer, hang the Rother, and return the Geer	—	4 12 -	4 10 -	4 8 -	4 3 -	3 18 -	3 12 -
Woodlock of the Rother, to put in and fasten	—	0 3 -	0 3 -	0 3 -	0 2 6	0 2 6	0 2 6
To cut off the Treenails, and dub down the Bottom	per foot	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
— — — and — Wale	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
— — — and — Topside	—	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
To bore, drive, and clinch But-ends Bolts in the Bottom	each	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 1 1
— — — — Wale	—	0 1 4	0 1 4	0 1 4	0 1 3	0 1 3	0 1 3
— — — — Topside	—	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 11
To cut the Butts in the Bottom	—	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
— — — Wale	—	0 0 9	0 0 9	0 0 9	0 0 8	0 0 8	0 0 8
— — — Topside	—	0 0 6	0 0 6	0 0 6	0 0 5	0 0 5	0 0 5
Bottom to dub down fair for coppering	—	48 0 -	45 0 -	40 0 -	38 0 -	36 0 -	32 0 -
— to copper	—	68 0 -	62 0 -	56 0 -	48 0 -	44 0 -	40 0 -
Ship to undock, and take away the Shores	—	12 0 -	12 0 -	12 0 -	8 0 -	8 0 -	8 0 -
Stages for taking off the Copper, or coppering the Bottom, to make on each side	—	2 12 -	2 10 -	2 8 -	2 6 -	2 4 -	2 2 -
— to the Topside	—	2 12 -	2 10 -	2 8 -	2 6 -	2 4 -	2 2 -
— to the Head, Stern, and Counters, to make each	—	1 7 -	1 6 -	1 5 -	1 4 -	1 4 -	1 3 -
— Partial, should be valued agreeable to their lengths from those for taking off and putting on Copper	—	—	—	—	—	—	—
Moulds to make for the Knee of the Head, Figure, Rails, Timbers, Cheeks, and Gripe	—	6 0 -	6 0 -	5 15	5 10 -	5 10 -	5 5 -
— to make for the Taffrail, Quarter-pieces, Stools, and Rims	—	4 10 -	4 10 -	4 5 -	4 0 -	4 0 -	3 18 -

on the feveral Claffes of Ships, by J O B—*continued.*

50.	44.	38.	36.	32.	28.	24.	20.	Sloop.	Sloop-Brig.	Brigantine.	Gun-Brig.
0 14 6	0 14 -	0 13 6	0 13 6	0 13 -	0 12 6	0 12 -	0 11 6	0 11 -	—	—	—
0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	0 0 2	—	—	—
0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	—	—	—
0 14 -	0 12 -	0 10 -	0 9 -	0 8 -	0 7 -	0 6 -	0 5 6	0 5 -	—	—	—
0 7 -	0 6 6	0 6 -	0 5 6	0 5 -	0 4 6	0 4 -	0 3 6	0 3 -	—	—	—
0 2 -	—	—	—	—	—	—	—	—	—	—	—
0 1 -	—	—	—	—	—	—	—	—	—	—	—
0 3 -	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 1 6	—	—	—	—	—	—	—	—	—	—	—
0 9 -	0 8 9	0 8 6	0 8 3	0 8 -	0 7 9	0 7 6	0 7 3	0 7 -	—	—	—
0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	0 3 -	—	—	—
0 10 3	0 10 -	0 9 6	0 9 3	0 9 -	0 8 9	0 8 6	0 8 3	0 8 -	—	—	—
0 7 3	0 7 -	0 6 9	0 6 3	0 6 -	0 5 9	0 5 6	0 5 3	0 5 -	—	—	—
10 10 -	10 0 -	9 0 -	8 10 -	7 10 -	6 10 -	5 10 -	4 10 -	3 10 -	3 5 -	3 0 -	2 10 -
4 0 -	3 15 -	3 10 -	3 5 -	3 0 -	2 15 -	2 10 -	2 5 -	2 0 -	1 10 -	1 8 -	1 6 -
6 10 -	6 0 -	5 5 -	5 0 -	4 10 -	4 0 -	3 10 -	3 0 -	2 10 -	2 2 -	2 0 -	1 18 -
3 4 -	2 18 -	2 14 -	2 12 -	2 6 -	2 0 -	1 16 -	1 12 -	1 10 -	1 6 -	1 4 -	1 2 -
0 2 6	0 2 6	0 2 3	0 2 3	0 2 3	0 2 -	0 2 -	0 2 -	0 2 -	0 2 -	0 1 9	0 1 6
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
0 1 1	0 1 -	0 1 -	0 1 -	0 1 -	0 0 11	0 0 11	0 0 10	0 0 10	0 0 9	0 0 9	0 0 8
0 1 3	0 1 2	0 1 2	0 1 2	0 1 2	0 1 1	0 1 1	0 1 0	0 1 -	0 0 11	0 0 11	0 0 10
0 0 11	0 0 10	0 0 10	0 0 10	0 0 10	0 0 9	0 0 9	0 0 8	0 0 8	0 0 7	0 0 6	0 0 6
0 0 5	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
0 0 8	0 0 7	0 0 7	0 0 7	0 0 7	0 0 6½	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6	0 0 6
0 0 5	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4	0 0 4
28 0 -	26 0 -	24 0 -	22 0 -	20 0 -	18 0 -	16 0 -	15 0 -	14 0 -	12 0 -	10 0 -	8 0 -
37 0 -	34 0 -	32 0 -	30 0 -	28 0 -	26 0 -	24 0 -	22 0 -	20 0 -	18 0 -	16 0 -	14 0 -
7 0 -	7 0 -	6 0 -	6 0 -	6 0 -	5 0 -	5 0 -	4 0 -	4 0 -	4 0 -	3 0 -	2 0 -
2 0 -	1 18 -	1 16 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	1 0 -	0 18 -
2 0 -	1 18 -	1 16 -	1 14 -	1 12 -	1 10 -	1 8 -	1 6 -	1 4 -	1 2 -	1 0 -	0 18 -
1 2 -	1 1 -	1 0 -	0 19 -	0 18 -	0 17 -	0 16 -	0 15 -	0 14 -	0 10 -	0 9 -	0 8 -
—	—	—	—	—	—	—	—	—	—	—	—
5 0 -	4 15 -	4 10 -	4 10 -	4 6 -	4 2 -	3 18 -	3 14 -	3 10 -	3 0 -	2 0 -	1 15 -
3 15 -	3 10 -	3 10 -	3 10 -	3 8 -	3 6 -	3 4 -	3 2 -	3 0 -	—	—	—

No. 117.

(The Quartermen's Name) *Gang.*

Yard, } AN ACCOUNT of WORKS performed by *(The Names of*
18 } *the Men and Apprentices belonging to the Gang)* between
the and the 18

DESCRIPTION of the WORKS.	Quantity.	Rate.	Total.
(Ship's Name)			

——— Sub-Measurer.

The Daily Wages of the above Men and Apprentices, will be as follows:

	s.	*d.*		*s.*	*d.*
Men		per Day.	Apprentices		
			One in his 1st year		per Day.
			D° 2d —		—
			D° 5th —		—

——— Clerk of the Cheque.

I do hereby Certify, That the above Works have been well and substantially executed.

——— Master Shipwright, or
——— Assistant.

I do hereby Certify, That this Account has been examined, and that the same is perfectly regular and correct.

——— Assistant to the Surveyors at the Navy Office.

No. 118.

FORM of the Oath to be taken by the Master-Measurer, on his Appointment.

I do hereby Swear, That I will faithfully and correctly, to the best of my power, measure all the Works which it shall be my duty to measure, and render accurate Accounts thereof.

No. 119.

FORM of the Oath to be taken by a Sub-Meaſurer, on his Appointment.

I do hereby Swear, That I will faithfully and correctly, to the beſt of my power, meaſure all the Works which I ſhall be directed to meaſure by the Maſter-Meaſurer of His Majeſty's Yard at and render accurate Accounts thereof.

Office of Naval Reviſion,
24th June 1806.

(Signed) BARHAM. (L.S.)
JOHN FORDYCE. (L.S.)
ROGER CURTIS. (L.S.)
Wᴹ DOMETT. (L.S.)
AMBROSE SERLE. (L.S.)

(Copy.)
John T. Briggs, Secʳ.